

S  
333.77  
H3cd  
1979

PLEASE RETURN

THOMAS L. JUDGE  
GOVERNOR

S  
333.77  
H3cd  
1979



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

DONALD D. GRUEL  
DIRECTOR

IN REPLY, PLEASE

October 12, 1979

STATE DOCUMENTS COLLECTION

Montana State Library  
Helena, MT 59601

MONTANA STATE LIBRARY  
930 E Lyndale Ave.  
Helena, Montana 59601

Gentlemen:

The enclosed Draft Environmental Impact Statement is submitted for your review and comment. It has been prepared for the purpose of obtaining road approach permits for the proposed expansion of Capital Hill Shopping Center and the subsequent vacation of Sanders Street.

Comments and questions will be accepted for thirty (30) days after the date of this publication. If no communication occurs during the time period it will be assumed the person or agency has no comments. An extension, not to exceed fifteen (15) days may be granted, if requested. All comments should be sent to: Mr. Les R. Reichelt, Department of Highways, 2701 Prospect Avenue, Helena, Montana 59601.

Sincerely,

*Donald D. Gruel*  
Donald D. Gruel, P.E.,  
Administrator - Maintenance Division

DDG:LR:vjk:40L

STATE DOCUMENTS COLLECTION

NOV 16 1979

MONTANA STATE LIBRARY  
930 E Lyndale Ave.  
Helena, Montana 59601

Montana State Library



3 0864 1006 3806 6

# DISTRIBUTION LIST

Honorable Thomas Judge, Governor, State of Montana, Helena, MT 59601  
Honorable Ted Schwinden, Lieutenant Governor, State of Montana, Helena, MT 59601  
Montana State Library, Helena, MT 59601  
Environmental Quality Council, Helena, MT 59601  
Department of Community Affairs, Aeronautics Division, Box 1698, Helena, MT 59601  
Department of Fish, Wildlife, and Parks, Attn: Jim Posewitz, Administrator,  
Ecological Services Division, Helena, MT 59601  
Department of Fish, Wildlife, and Parks, Administrator, Recreation and Parks,  
Helena, MT 59601  
Department of State Lands, Office of the Commissioner, Helena, MT 59601  
Department of Natural Resources and Conservation, Office of the Director, Helena,  
MT 59601  
Department of Natural Resources and Conservation, Administrator, Conservation  
District Division, Helena, MT 59601  
Montana Historical Society, State Historic Preservation Officer, Helena,  
MT 59601  
U.S. Department of Transportation, United States Coast Guard Commander (CAN)  
Thirteenth Coast Guard District, 915 Second Avenue, Seattle, WA 98174  
U.S. Department of Transportation, Federal Aviation Administration, FAA Building,  
Room 2, Helena, MT 59601  
U.S. Department of the Interior, U.S. Geological Survey; MS-1-4, Chief,  
Environmental Impact Assessment Program, Reston, VA 22092  
U.S. Department of the Interior, Bureau of Mines, Chief, Western Field Operation  
Center, East 315 Montgomery, Spokane, WA 99207  
U.S. Department of the Interior, District Chief, Water Resources Division, U.S.  
Geological Survey, Box 1696, Helena, MT 59601  
U.S. Department of the Interior, Fish & Wildlife Service, Regional Director,  
Region G, Box 25486, Denver Federal Center, Denver, CO 80226  
U.S. Department of the Interior, Bureau of Reclamation, Regional Director,  
Region UM, Box 2553, Federal Office Building, Billings, MT 59103  
U.S. Department of the Interior, Bureau of Outdoor Recreation, Regional Director,  
Mid-Continent Region, Box 25387, Building 41, Denver Federal Center, Denver,  
CO 80225  
U.S. Department of the Interior, National Park Service, Regional Director,  
Rocky Mountain Region, Box 25287, 655 Parfet Avenue, Denver, CO 80215  
U.S. Department of the Interior, Missouri River Basin, Special Assistant to the  
Secretary, Room 688, Building 67, Denver Federal Center, Denver, CO 80225  
Environmental Protection Agency, Deputy Regional Administrator, Region VIII,  
Suite 900, 1860 Lincoln Street, Denver, CO 80203  
Federal Housing Administration, Housing and Urban Development, Office of the  
Director, 616 Helena Avenue, Helena, MT 59601  
Bureau of Land Management, Montana State Office, Box 39157, Billings, MT 59107  
Department of the Army, Omaha District Corps of Engineers, 7410 U.S. Post Office  
and Courthouse, Omaha, NE 68102  
U.S. Department of Transportation, Federal Highway Administration, 301 S. Park  
Street, Federal Office Building, Drawer 10056, Helena, MT 59601  
Arealwide Planning Organization, Gus Byrum, Director City-County Building, Helena,  
MT 59601

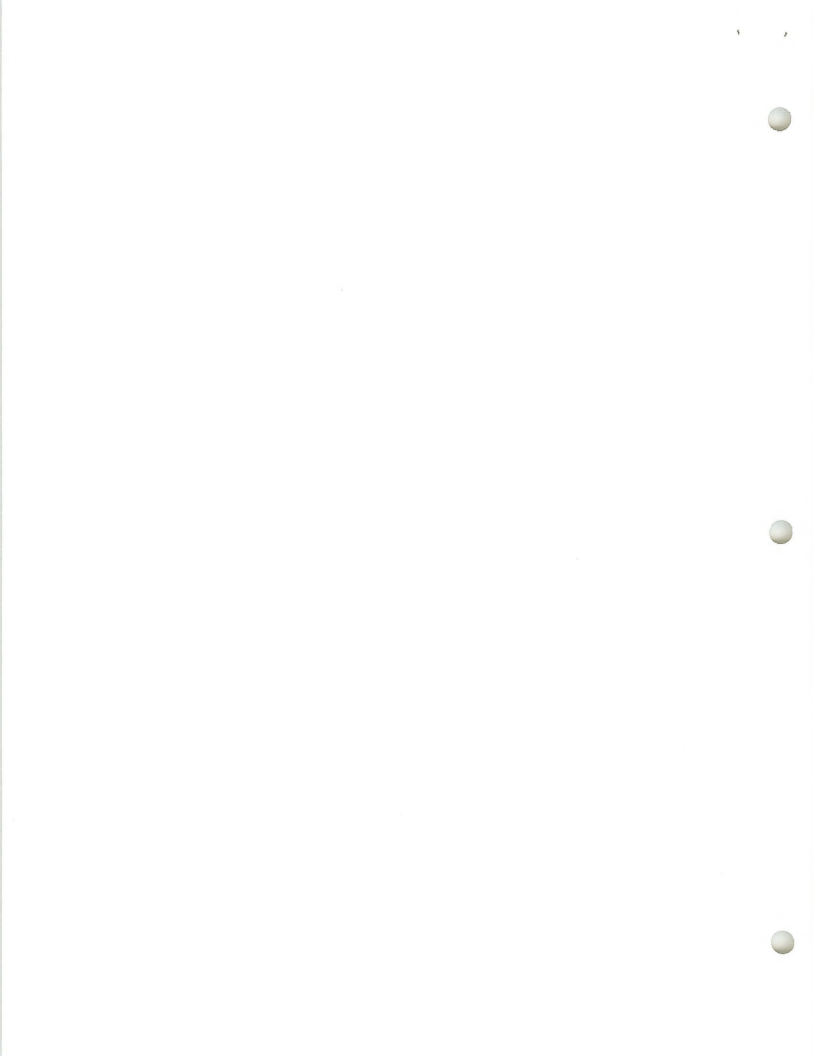


State Clearinghouse, Office of Budget & Program Planning, Capitol Post Office,  
 Helena, MT 59601  
 Board of County Commissioners, Lewis and Clark County Courthouse, Helena, MT 59601  
 Montana Automobile Association, Box 4129, Helena, MT 59601  
 Montana Stockgrowers Association, Box 1679, First National Bank Building, Helena,  
 MT 59601  
 University of Montana, Attn: Dee Taylor, Department of Anthropology, Missoula,  
 MT 59601  
 Montana State University, Attn: Dr. A. P. Samson, Department of Anthropology,  
 Bozeman, MT 59715  
 Montana State University, Institute of Applied Research, Bozeman, MT 59715  
 Rick Graetz, Box 894, Helena, MT 59601  
 Friends of the Earth, Attn: Ed Dobson, Box 882, Billings, MT 59103  
 Sierra Club, Upper Missouri Group, Attn: Jack Schmidt, Box 515, Helena, MT 59601  
 The Wilderness Society, 4260 East Evans Avenue, Denver, CO 80222  
 Helena Chamber of Commerce, 201 E. Lyndale Avenue, Helena, MT 59601  
 The Montana Power Company, 40 East Broadway, Butte, MT 59701  
 Mountain Bell Telephone Company, Incorporated, Attn: F. R. Ketron, Plant  
 Supervisor, Box 1716, Helena, MT 59601  
 Lewis and Clark Library, 120 S. Last Chance Mall, Helena, MT 59601  
 Robert Murdo, Attorney, 203 N. Ewing, Helena, MT 59601  
 Douglas Buchi, Capital Hill Shopping Center, Suite 100, Helena, MT 59601  
 Patrick Melby, Attorney, Diamond Block Building, Helena, MT 59601  
 Steve Brown, Attorney, 1400 Eleventh Avenue, Helena, MT 59601



# TABLE OF CONTENTS

	Page
I. Description.....	1
II. Physical Environment.....	1
III. Economic and Demographic Profile and Forecast for Lewis and Clark County.....	4
IV. Probable Impacts of the Proposed Action.....	5
A. Traffic.....	5
1) Traffic Patterns and Volumes.....	5
2) Oakes Street and Nearby Road Approaches.....	9
B. Utilities.....	9
1) Water.....	9
2) Sanitary Sewer.....	11
3) Storm Drainage.....	12
4) Gas and Electric.....	13
5) Telephone.....	13
C. Human Environment.....	14
D. Natural Environment.....	15
1) Wetlands, fish, game, and wildlife.....	15
2) Historical and archaeological sites.....	15
3) Aesthetics.....	15
4) Air quality.....	15
5) Noise.....	16
E. Demands for Government Services.....	16





V. Economical and Environmental Benefits and Costs.....	16
A. Primary, Secondary, and Cumulative Impacts.....	16
B. Potential Growth Inducing or Inhibiting Impacts.....	17
C. Economic Benefits and Costs.....	18
D. Environmental Benefits and Costs.....	18
E. Short-term vs Long-term Costs and Benefits.....	19
Appendix A.....	21
References.....	31
Other Sources of Information.....	32



## ILLUSTRATIONS

<u>Figure No.</u>	<u>Page</u>
1. Capital Hill Shopping Center Expansion - Concept No. 1.....	2
2. Capitol Complex Long Range Development Plan.....	8
3. Utility Location Map.....	10
4. Monthly Variations in Average Daily Traffic.....	22
5. Annual Average Daily Traffic.....	23
6. Hourly Traffic Volume Variations - 11th and Prospect Between Oakes and Lamborn.....	24
7. Hourly Traffic Volume Variations - 11th and Prospect Between Montana and Cooke.....	25
8. Shopping Center Traffic Flow.....	26
9. Peak Hour Traffic Distribution.....	27
10. Peak Hour Traffic Distribution Due To Concept No. 1.....	28
11. Peak Hour Traffic Volumes and Turning Movements Expansion Concept No. 1.....	29



12.	Peak Hour Traffic Volumes and Turning Movements - Existing Facility and Operation.....	30
13.	Annual Average Daily Traffic Volumes.....	31



MONTANA DEPARTMENT OF HIGHWAYS  
DRAFT ENVIRONMENTAL STATEMENT  
CAPITAL HILL SHOPPING CENTER  
HELENA, MONTANA  
OCTOBER 11, 1979

I. DESCRIPTION

Clark Financial Corporation from Salt Lake City, Utah, propose to expand their Capital Hill Shopping Center. Expansion will involve the closing of Sanders Street to through traffic, reducing the number of road approaches in the vicinity of Oakes Street, and expanding the present shopping center. The major expansion would be to the west of the vacated Albertsons store but would involve all of the area between Eleventh and Prospect Avenue from Oakes Street to Roberts Street in some degree, with the exception of the Hal Wheat office building. The proposed expansion would add 109,960 square feet of floor area to the existing 120,600 square feet (Figure 1).

At least three "concepts" have been studied by Clark Financial Corporation. The plan presented in this Draft Environmental Impact Statement (DEIS) is "Concept 1". Even though this may not be the final design, it is the largest of the expansion plans and would produce the most impact. The DEIS is therefore intended to cover any expansion concept that would produce similar or fewer impacts than Concept 1.

II. PHYSICAL ENVIRONMENT

The existing land embraced by Roberts Street on the west, Oakes Street on

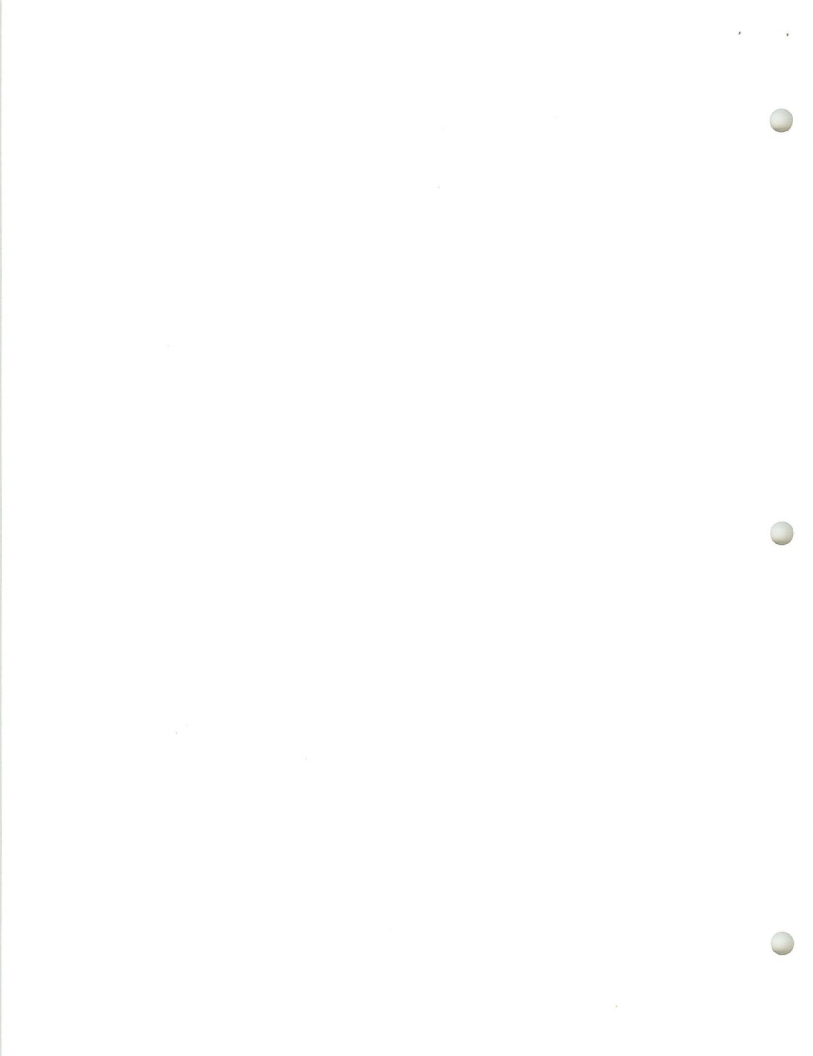
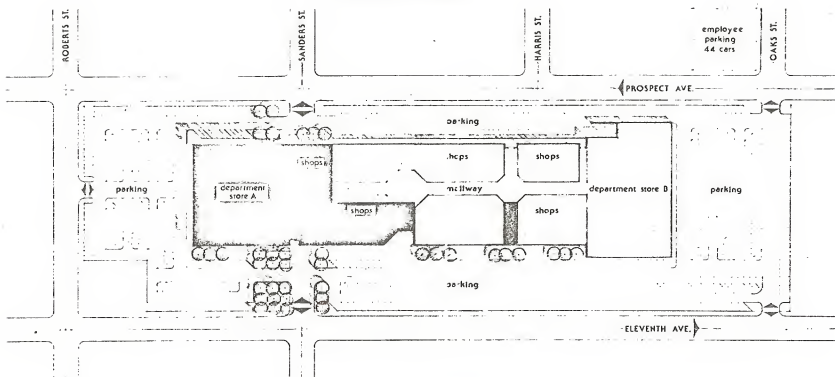


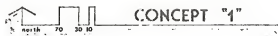


FIGURE NO. I



department store "A"	83,000 sq ft
department store "B"	44,200 sq ft
shops: existing	76,400 sq ft
new	26,960 sq ft
total GLA	234,560 sq ft
enclosed mall	47,000 sq ft
total GBA	247,560 sq ft
parking @ 6.6 per 1000 sq ft GLA = 1520	
20% small cars	= 304
80% large cars	= 1216

total land	595,675 sq ft
total building (site cover)	206,560 sq ft
landscaped area	35,750 sq ft



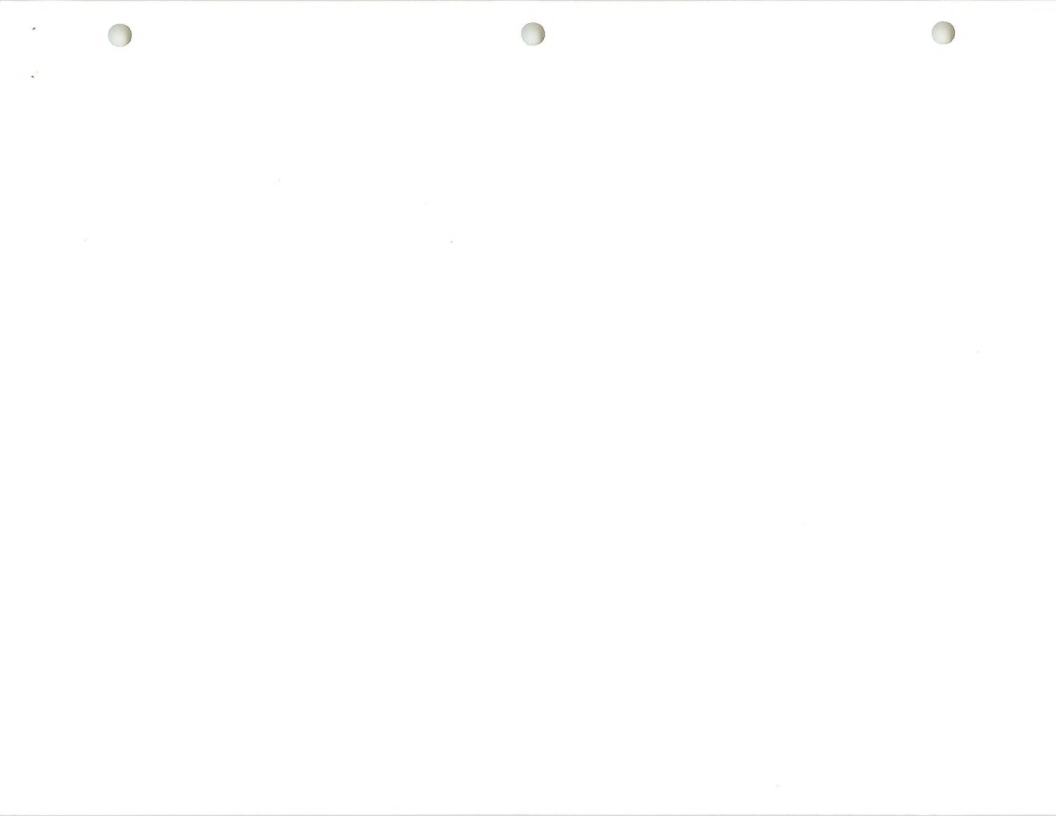
CONCEPT "1"

□ existing

■ new construction

CAPITAL HILL SHOPPING CENTER  
HELENA, MONTANA  
DEVELOPERS: CLARK FINANCIAL CORP.  
LAKE CITY, UTAH

RICHARD I. SHOPE  
ARCHITECTS & PLANNERS  
HELENA, MONTANA



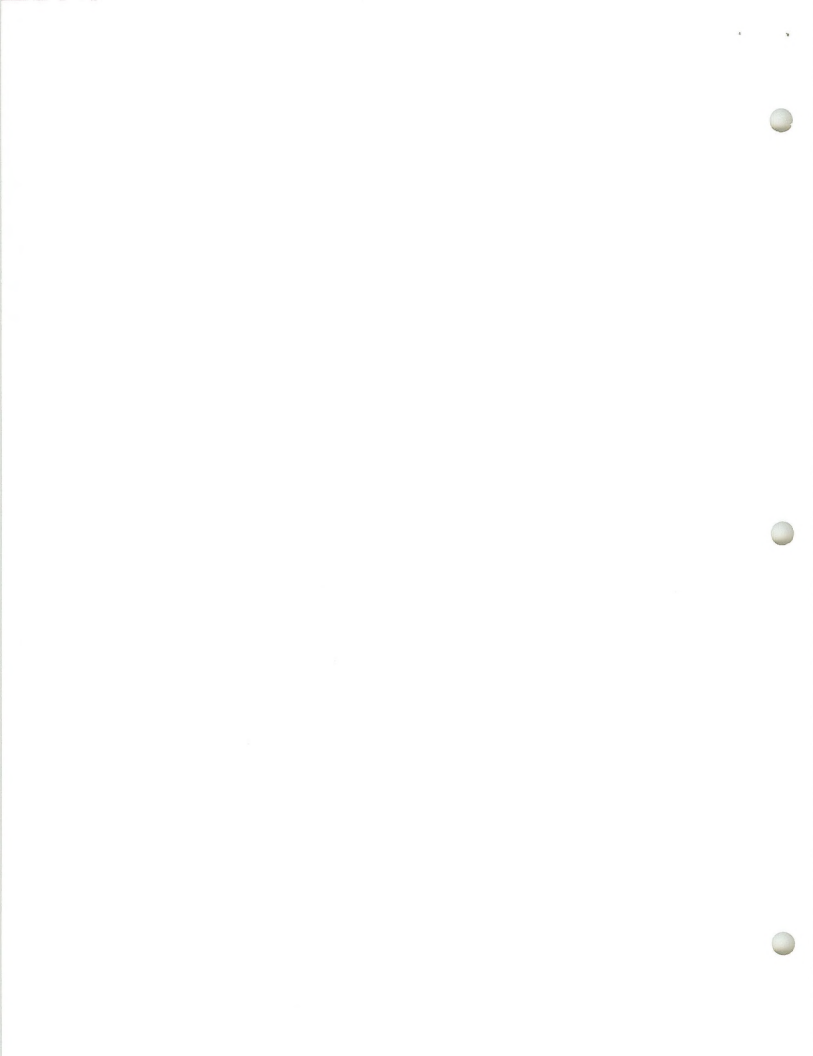
the east, Prospect on the north, and Eleventh Avenue on the south has been commercially developed. It has paved parking lots around the perimeter of its businesses and enclosed mall.

Access to the present Capital Hill Shopping Center is via Sanders Street, Oakes Street, and two road approaches just west of Oakes (one on Eleventh Avenue and one on Prospect Avenue). The developer proposes to close the two road approaches near Oakes Street but will retain the access from Sanders and Oakes Streets.

Prospect Avenue is a 2-lane one-way street carrying traffic toward Helena from the east. Eleventh Avenue is a 2-lane one-way street carrying traffic away from Helena to the east. Roberts, Sanders, and Oakes Streets presently serve as cross connectors to Eleventh and Prospect Avenues.

Capital Hill Shopping Center has generated certain travel patterns, traffic volumes (4015 vehicle trips per day), and traffic flow. The traffic flow is mainly from west to east, then east to west, with a secondary circulation pattern of east to west then west to east. These travel circulating patterns fairly well match the patterns and flow served by the one-way streets. They have evolved over a number of years and can be expected to remain the same. Some strengthening of the major movement may occur with the expansion, due to the added floor space; however, the established travel patterns and flow along Eleventh and Prospect will remain.

The existing land use is commercial and is zoned for commercial use. Commercial zoning and use also include the adjacent lots. The proposed expansion will not cause any any change in land use. The whole strip between Eleventh Avenue and Prospect Avenue eastward to the interstate interchange is commercially developed.



### III. ECONOMIC AND DEMOGRAPHIC PROFILE AND FORECAST FOR LEWIS AND CLARK COUNTY

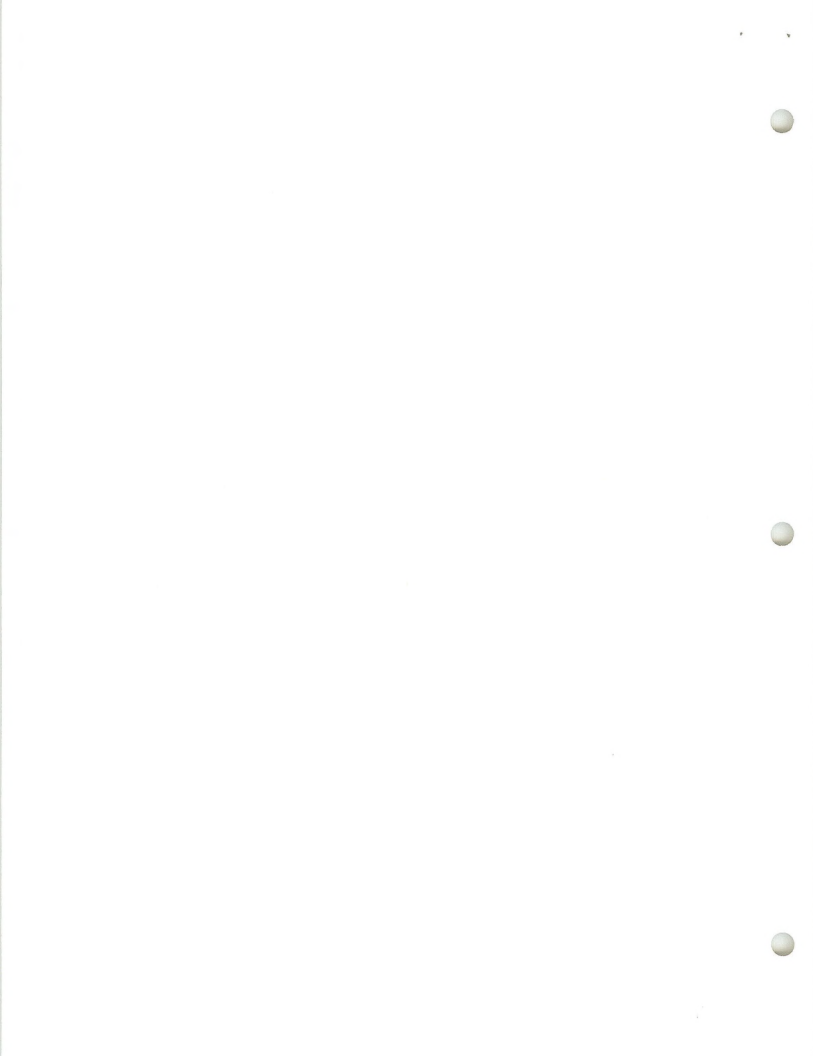
The information presented here comes from research done by the Socio-Economic Committee in Helena. The numbers listed will be the "best guess scenario". This scenario assumes moderate growth in state government employment and in the derivative sectors. Because of dual job-holders, the ratio of jobs to people employed is assumed to remain at .95 in Lewis and Clark County through 1985.

The 1980 population figure was derived by multiplying "people employed" by 1.95. The multiplier assumes a slowly declining factor based on the historical trend experienced between 1940 and 1975. The 1985 population figure was derived by multiplying "people employed" by 1.93.

It is assumed that growth in employment in state government employment will grow at a rate not greater than the growth in state population during the period 1980 - 2000.

The employment projections for employment in the state of Montana indicate a growth rate of 33.8 percent between 1980 - 2000 and the ratio of growth county/state is 1.24. These two numbers were multiplied ( $1.24 \times 33.8$ ) to arrive at a forecasted growth rate of 41.9 percent for growth in employment in Lewis and Clark County over the period 1980 - 2000.

The 41.9 percent rate of growth was applied toward the 1980 employment level to arrive at the year 2000 projection. A similar projection was utilized to arrive at the 1990 projection.



This "best guess" scenario assumes there will be no major, new "basic" economic activity introduced into Lewis and Clark County during the next 20 years. The 1990 and 2000 population projections are based upon a population/people employed multiplier of 1.91 and 1.89 respectively.

Present Estimate	-	Base Year 1978
People Employed	-	21,500
Jobs	-	22,600
Population	-	42,300

Best Guess Scenario	1980	1985	1990	2000
People Employed	22,900	26,400	28,000	32,500
Jobs	24,100	27,800	29,500	34,200
Population	44,700	51,000	53,500	61,400

#### IV. PROBABLE IMPACTS OF THE PROPOSED ACTION

##### A. Traffic

- 1) Traffic Patterns and Volumes - The most significant impacts that will result from the Capital Hill Shopping Center expansion will be traffic related.

A comprehensive traffic and utility study was completed by Robert Peccia and Associates in June 1979, to address these impacts. Currently the Capital Hill Shopping Center generates 4015 vehicle trips per day (40 trips/1000 square feet of floor area). After

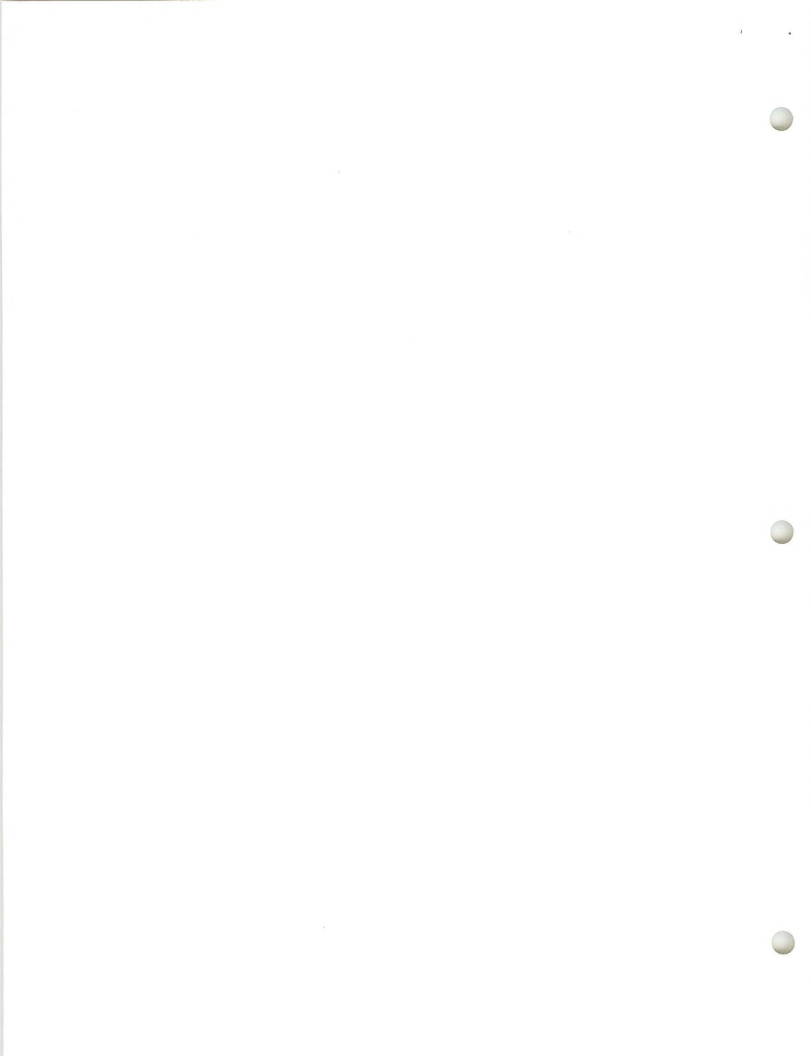




reviewing references concerning trip generation analysis and studying data from this shopping center, a trip generation rate of closer to 50 vehicle trips per 1000 square feet of floor area seems a reasonable assumption. The expansion would add about 7515 vehicle trips per day, an increase of 188.9% (total of 11,530 vehicle trips per day). Prospect Avenue and Eleventh Avenue are currently operating at 30-40% of capacity.

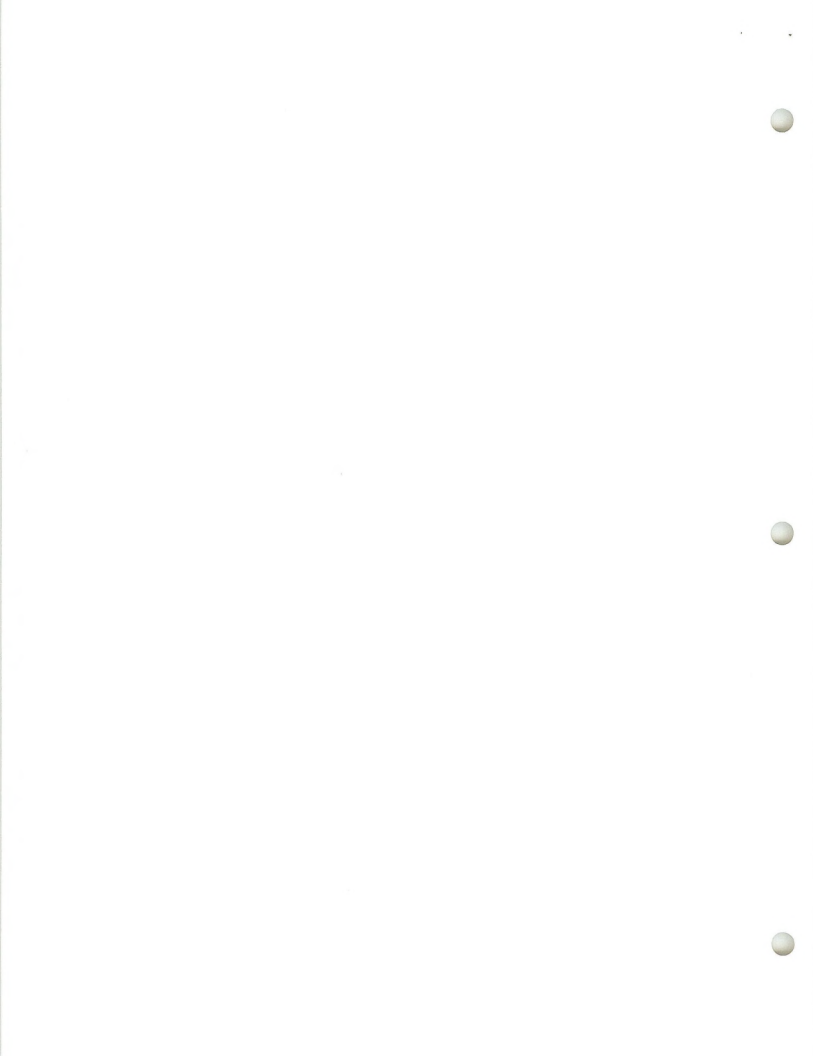
If the expansion were to take place, Eleventh Avenue and Prospect Avenues would operate at about 60% of capacity. More green time would need to be allocated to the Sanders Street traffic signal. These traffic volumes should not create undesirable conditions to the drivers utilizing these areas. At peak hour, the traffic volumes at various intersections in the area vary from 1189 to 1718 vehicle trips. These volumes would have to reach 3000 before any serious congestion problems would arise and before additional traffic lanes would need to be considered. (Figures showing traffic volumes, distribution, and turning movements can be found in Appendix A.)

Closing Sanders Street will move through traffic to other streets and affect its current function as a collector - distributor, particularly for the area south of Eleventh Avenue involving southbound traffic from Prospect. Sanders Street also provides through access from Eleventh and Prospect Avenues to Broadway, as well as being the major access to the Capital Hill Shopping Center from the south.

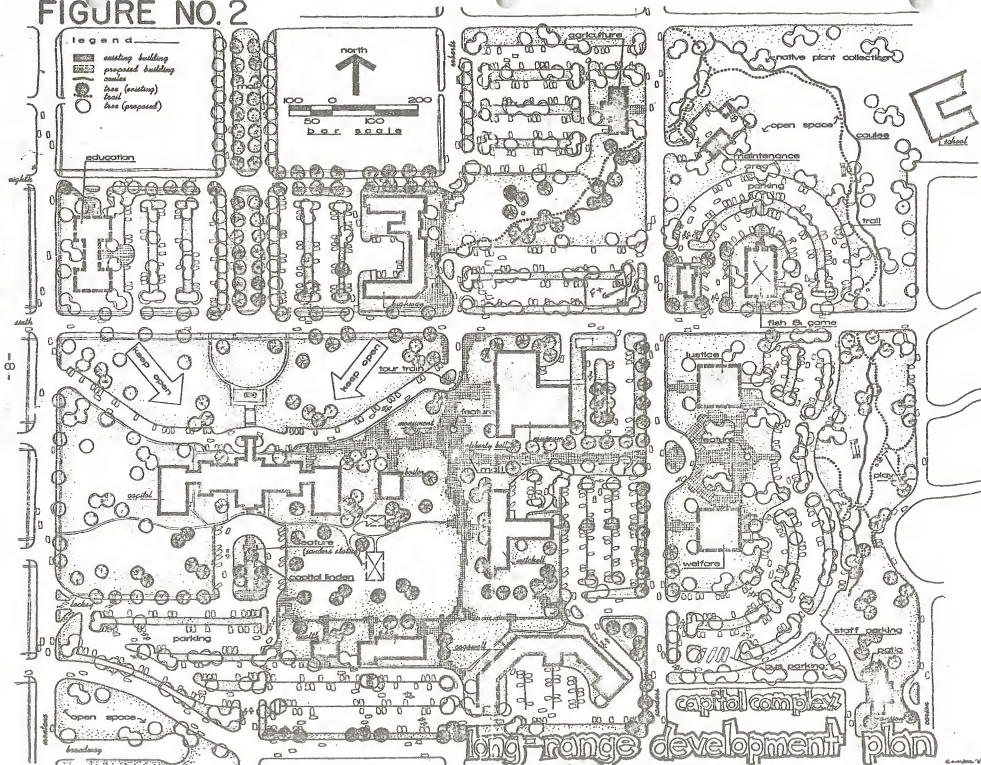


If Sanders Street were closed from Eleventh to Prospect Avenue, its through traffic function would be disrupted. Access to the capitol would also be affected, particularly the traffic from the east on Prospect Avenue now turning left on Sanders Street in the morning, and the traffic from the south on Sanders Street turning left on Prospect Avenue in the evening. Roberts Street would probably serve this function; however, the Capitol Complex Long-Range Improvement Plan (Figure 2) anticipates the closure of Roberts Street from Eighth Avenue south to Broadway. This would force a more circuitous travel path for capitol complex oriented vehicles desiring to use Roberts Street.

If the shopping center is expanded and Sanders Street closed, the following improvements may help off-set the impact of the street closure. The increased traffic at Roberts Street will require traffic signals at the intersections of Roberts with Eleventh and Prospect Avenues. The signal at Sanders Street and Eleventh Avenue should remain to handle the traffic volumes and the significant pedestrian movement at the intersection. The signal at Sanders and Prospect should be removed but a pedestrian crosswalk installed to accommodate the significant pedestrian volumes. Consideration should be given to interconnecting the Montana Avenue traffic signals at Eleventh and Prospect with the existing interconnect system. To accommodate the increased traffic, Roberts Street may need to be reconstructed and widened to approximately 48 feet from Ninth Avenue to Prospect.



# FIGURE NO.2





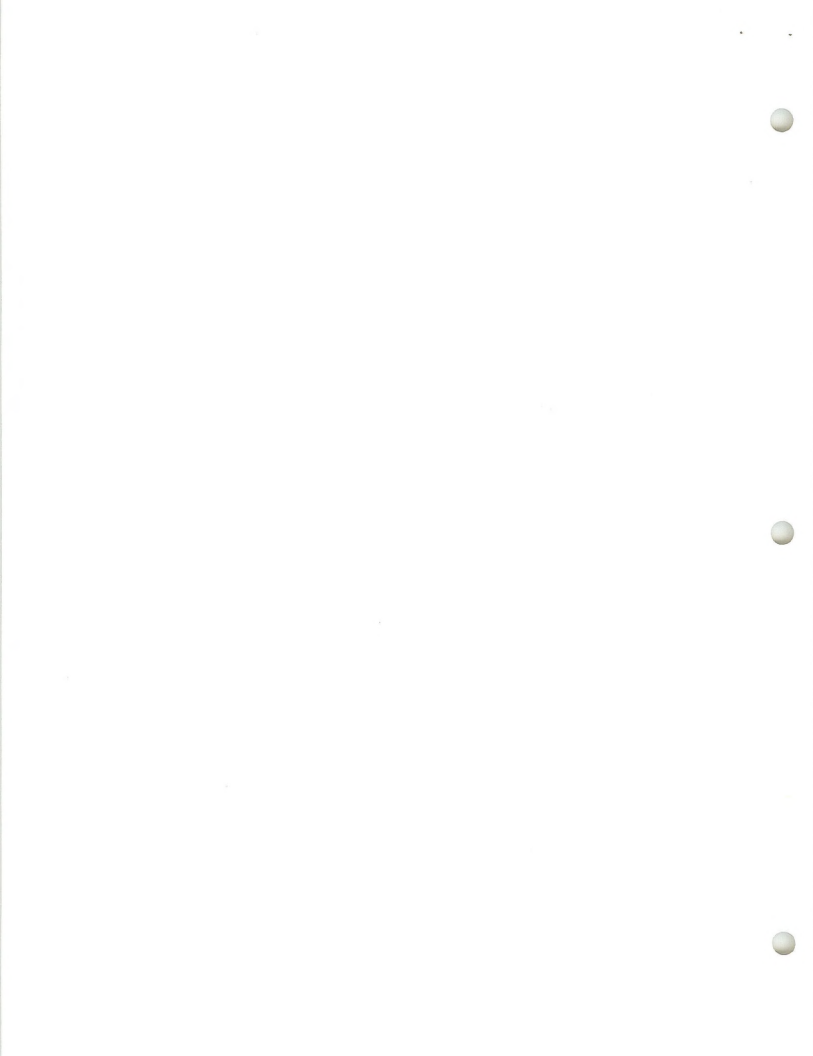
- 2) Oakes Street and Nearby Road Approaches - Present traffic uses two road approaches and Oakes Street for ingress and egress to the parking lot on the east end of the shopping center. The two accesses are so close that conflicts do occur. The developer proposes to close the road approaches while retaining access via Oakes.

This action will improve the operating safety of Eleventh and Prospect Avenues and also improve access to the parking lot. It also provides improved through movement between Eleventh and Prospect Avenues.

#### B. Utilities

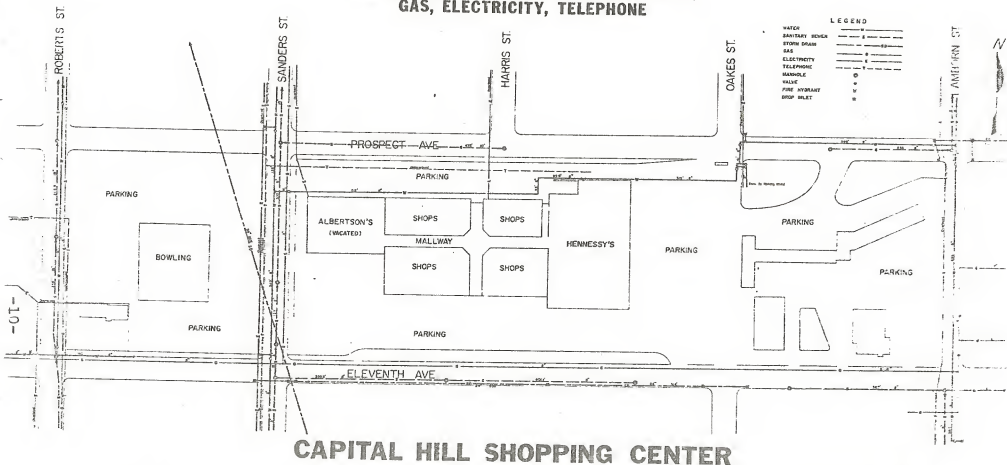
- 1) Water - Existing water system facilities near the Capital Hill Shopping Center that would be affected by an expansion of the shopping center include an 8-inch cast iron distribution main in Sanders Street and 6-inch cast iron distribution main in Roberts Street (Figure 3).

The Helena "Water System Improvement Program and Master Plan" noted several deficiencies in fire protection for the commercial areas along Eleventh and Prospect. These deficiencies included both an inadequate water system and a severe shortage of fire hydrants in the shopping center area.





# UTILITY LOCATION MAP WATER, SANITARY SEWER, STORM DRAIN, GAS, ELECTRICITY, TELEPHONE

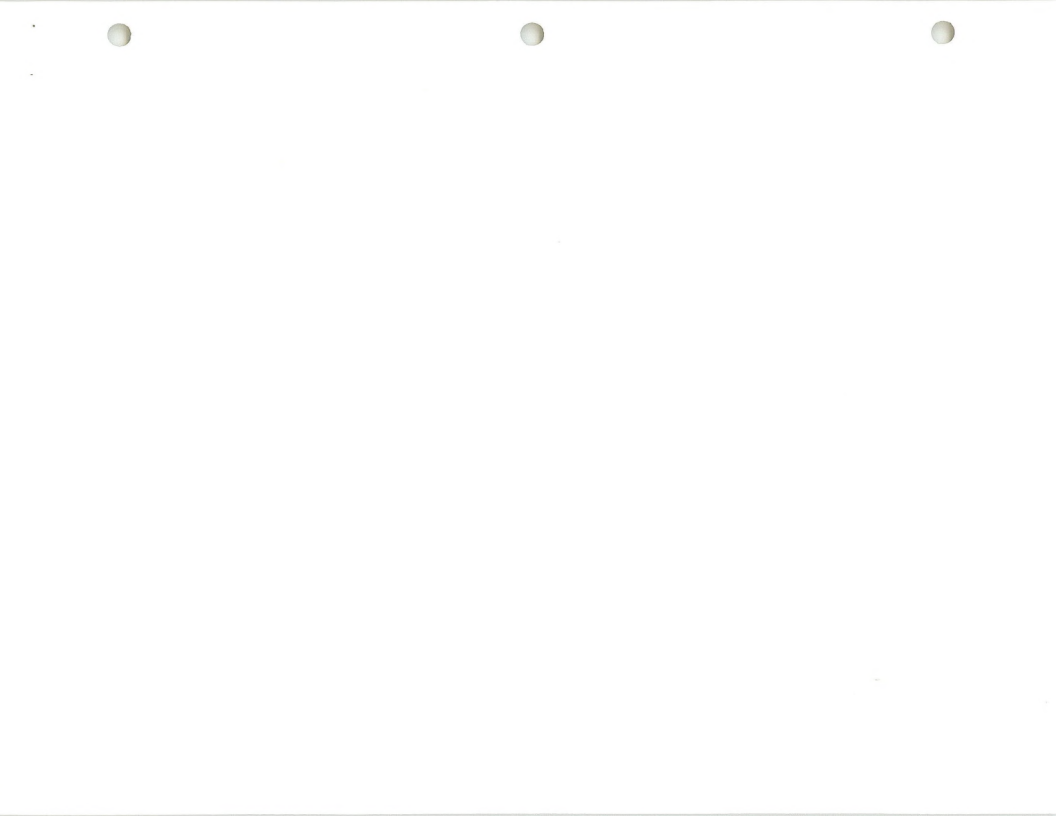


## CAPITAL HILL SHOPPING CENTER

HELENA, MONTANA

FIGURE NO.3

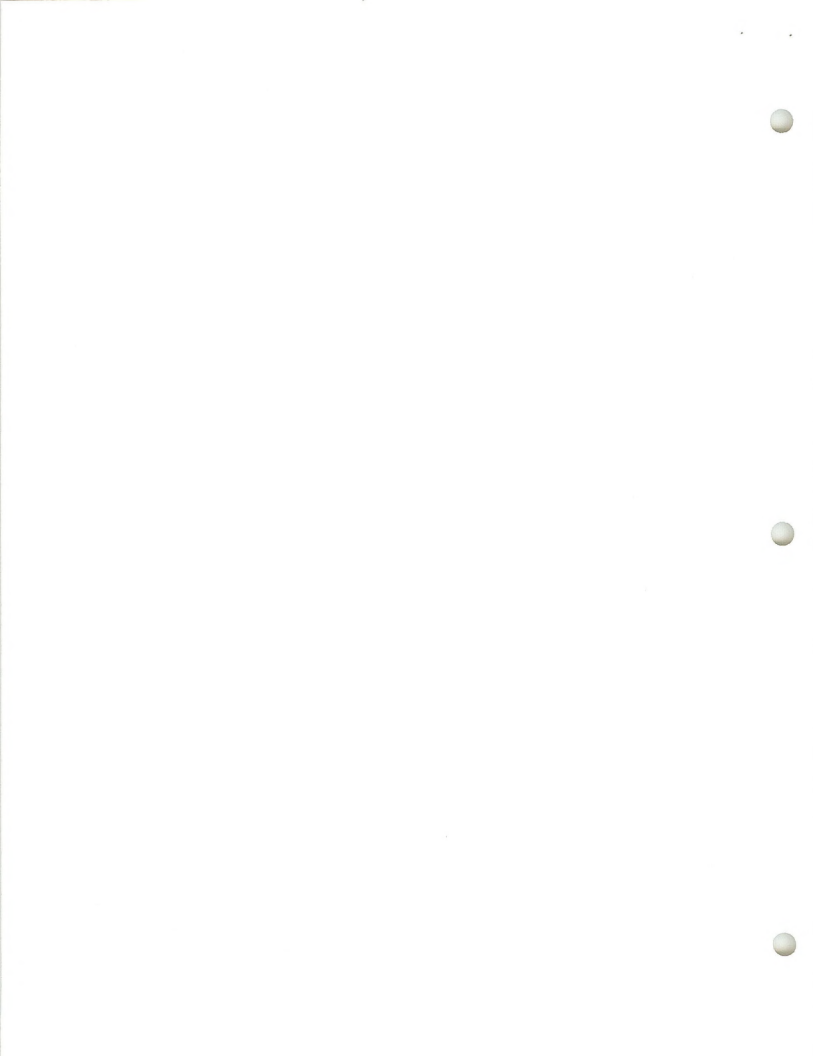
PREPARED BY:  
ROBERT PECCIA & ASSOC.  
JUNE 1979



Improvements proposed by the water plan in the shopping center area include new 12-inch water mains in both Eleventh and Prospect Avenue, a new 12-inch water main in Harris Street south of Eleventh Avenues and a new 10-inch water main in Roberts Street south of Eleventh. The primary source of water for these distribution system improvements would be the 20-inch supply line from the Missouri River water treatment plant of which the closest tie would be on Fee Street.

- 2) Sanitary Sewer - The existing sewer lines that would be affected by the shopping center expansion include an 8-inch sewer line in Sanders Street and a 15-inch sewer line in Roberts Street (Figure 3). The 8-inch sewer line in Sanders serves an area of approximately three blocks north of Eleventh on Sanders and two blocks east on Eleventh. Neither sewer line has a capacity problem, according to the Peccia report.

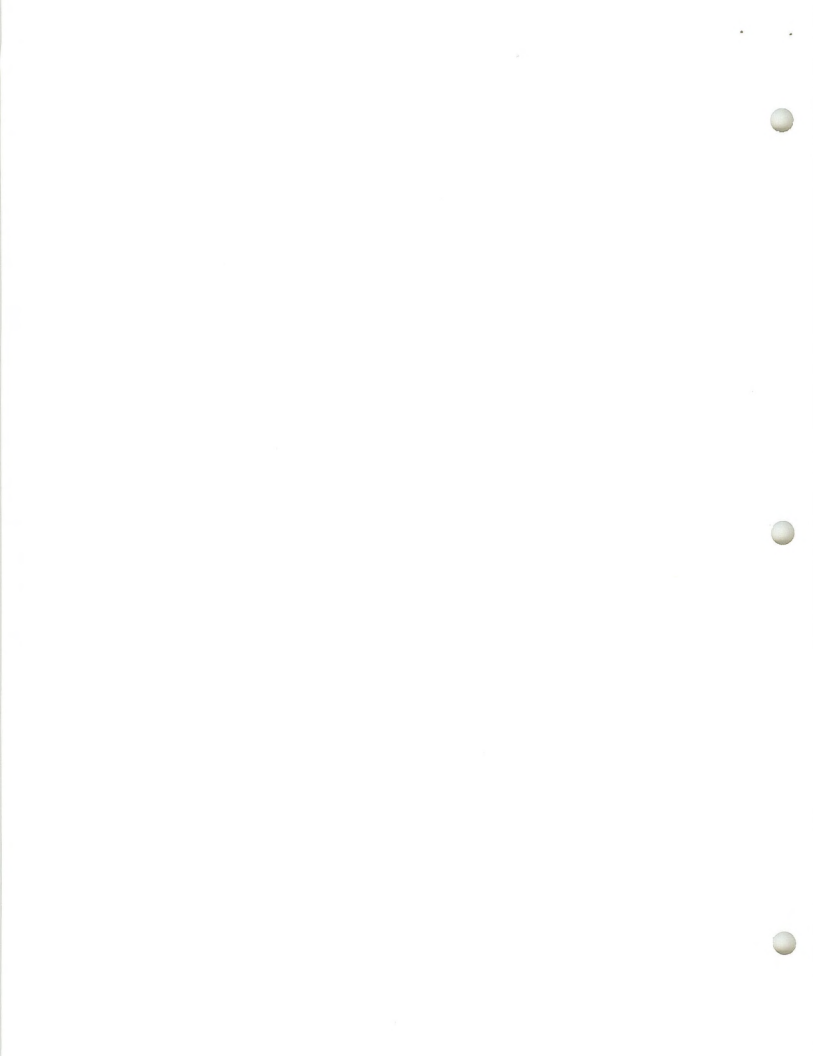
If the shopping center were to be expanded on top of Sanders Street, the existing 8-inch sewer line would be under the building and access for entrance maintenance would be difficult. It does not appear possible to reroute the sewer from Sanders to Roberts along Eleventh Avenue. It would be possible to reroute the 8-inch sanitary sewer within the parking lot to avoid constructing the building over the sanitary sewer. If the sewer were not rerouted, it should be encased for the portion of the sewer line that would lie underneath the building.



- 3) Storm Drainage - Existing storm drain facilities that would be affected by the shopping center expansion include a 36-inch concrete box storm drain located between Eleventh Avenue and Prospect Avenue just west of Sanders Street (Figure 3). A storm drainage plan recently completed for the city of Helena proposed this 36-inch box to be enlarged to a 48-inch storm drain.

The portion of the storm drain system that would be affected by the proposed expansion is the Sanders Street branch. This branch was identified and studied as part of the overall storm drainage system in the storm drainage plan. Of this system, the east sub-branch would directly affect the shopping center. This section begins at Illinois Avenue and consists of storm drains ranging in size from 18-inch to 36-inch with two segments of unmaintained open ditches. The storm drain plan indicated that minor storm drainage can adequately be handled by the 36-inch box. Runoff from major storms is predicted to exceed the present capacity of the storm drain system such that local flooding will affect the shopping center and low areas along and adjacent to Sanders Street.

Enlargement after expansion of the shopping center would disrupt the parking lot and any buildings constructed on top of the drain. To prevent costly public expenditures in the future, that portion of the 36-inch line in conflict could be upgraded before or coincident with expansion of the shopping center.



- 4) Gas and Electric - An overhead main electric feeder line is currently located on the west side of Sanders Street (Figure 3). This feeder line serves a portion of the State Capitol Complex and a substantial part of the residential area in the southeastern part of Helena. If Sanders Street were to be closed, this feeder line would have to be relocated.

It appears physically possible to reroute the feeder line to Roberts Street but this would require four right-angle turns plus guying that may encroach onto private property. Any easements or right-of-way for relocating the power line would probably have to be provided to the Montana Power Company by the developer if the relocation could not be accomplished within existing rights-of-way.

A 2-inch gas line is also located in Sanders Street. This line would probably be abandoned if Sanders Street is closed. A tie from the 4-inch line in Roberts Street along Prospect to Sanders would be required to maintain natural gas service.

- 5) Telephone - An overhead telephone line (400 pairs) is in place along Sanders Street. It serves the Capital Hill Shopping Center, the Imperial Lanes bowling establishment, and extends north serving Helena Manor.

The service to the shopping center is provided by an underground cable just south of Prospect Avenue. An underground cable in Roberts Street provides service to the Hal Wheat Building and Capital Ford.





A few years ago the Telephone Company installed an isolated section of underground telephone cable (900 pairs) along Roberts Street from the alley south of Imperial Lanes to the alley north of Prospect Avenue in anticipation of future service along Roberts Street to the sixth ward area of Helena (Figure 3).

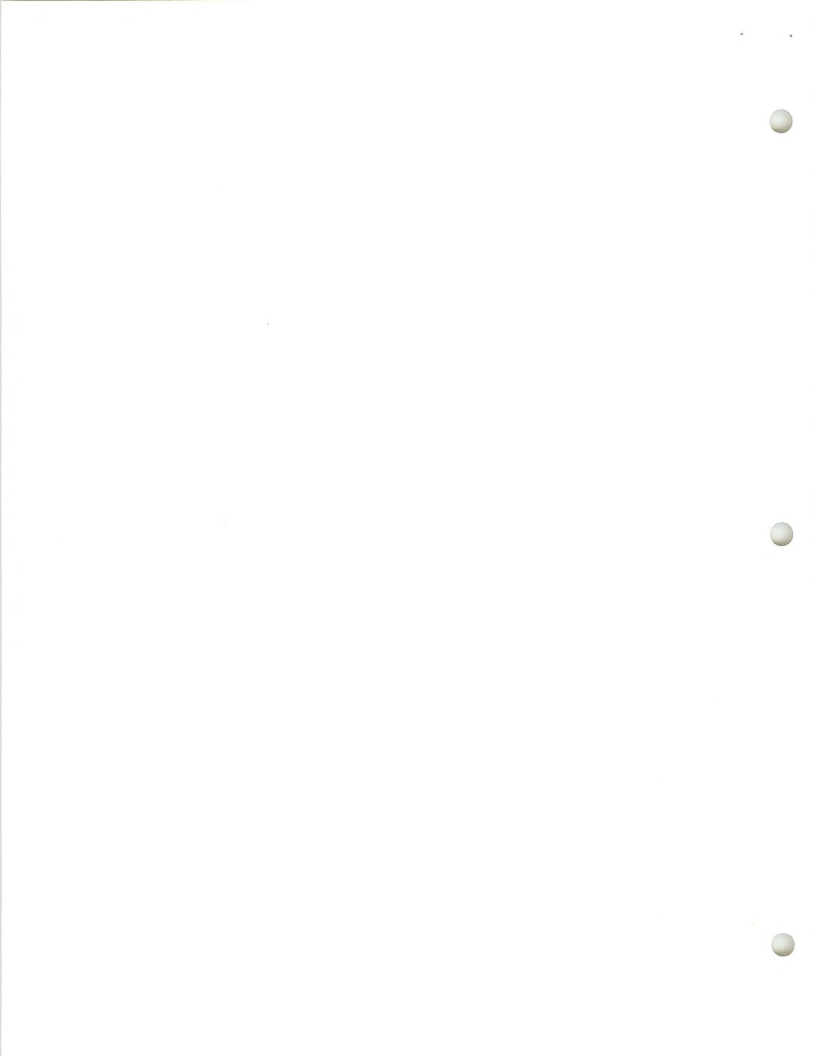
If the shopping center is expanded, the telephone line would probably be moved to Roberts Street starting from a main telephone line at Ninth Avenue and connecting to the isolated section that is currently located in Roberts Street.

#### C. Human Environment

An expansion of the Capital Hill Shopping Center would provide additional job opportunities in two main categories. The first being an accelerated employment program involving the construction and building trades, and second, the additional jobs created for sales, service, and management personnel involved in the shops. Currently, approximately 170 - 195 people are employed in the Capital Hill Shopping Center. It is conceivable the expansion, when completely occupied, would employ between 120 - 145 people. Employment potentials are not significant impacts.

The expansion would provide a potential for further population growth. These tendencies are not significant in themselves, but would add to the population increase occurring in the Helena area.

It is obvious that property values would be improved and the tax base expanded if the shopping center were to be enlarged, but it is not possible to provide accurate projection of what the actual taxes will be. Most of the information needed to calculate taxes fluctuates. Current property taxes paid



by the Capital Hill Shopping Center complex are \$53,758.20; however, a guess based on increased floor space would indicate approximately a 91% increase in the tax base as a minimum. This figure does not account for depreciation of the existing facility or the accelerating effects of face-lifting and landscaping of the existing facility or the usual appraisal process supporting a tax assessment.

#### D. Natural Environment

- 1) Wetlands, fish, game, and wildlife - There are no wetlands, fish, game, or wildlife within the present development (pavement and buildings); therefore, there would not be any affect on these categories.
- 2) Historical and archaeological sites - The proposed expansion would use existing paved parking lots and space occupied by existing buildings much less than 50 years old. There would not be any affect on any historical or archaeological sites.
- 3) Aesthetics - The proposed development would not have any significant adverse affect on the aesthetics of the area. It may enhance aesthetics by providing more greenery and improved appearance of the buildings and general area.
- 4) Air quality - Air quality can be affected either positively or negatively, dependent upon the total additional volume of traffic generated and the improved efficiency in moving this traffic. The



expansion should not cause a significant change in air quality. Some addition of vegetation may slightly improve air quality. A more efficient arrangement of the interior parking may enhance air quality by decreasing the time vehicles take to enter, park, and exit.

- 5) Noise - An increase in noise could be expected during the period of construction. After construction, there may be some increase in noise caused by the increased traffic volumes. Noise that now travels freely between Eleventh Avenue and Prospect Avenue adjacent to and along Sanders Street may be reduced by proposed buildings.

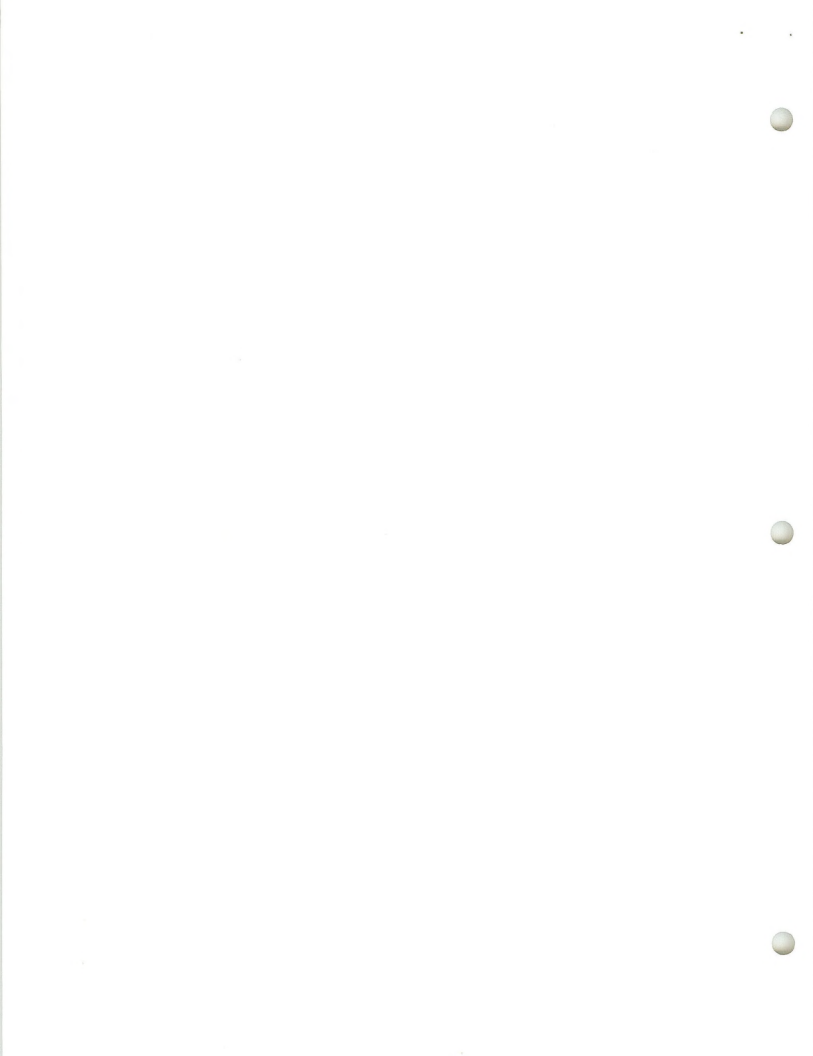
#### E. Demands for Government Services

The expanding of Capital Hill Shopping Center should have no significant effect on local government services, such as schools, law enforcement, or fire protection.

### V. ECONOMICAL AND ENVIRONMENTAL BENEFITS AND COSTS

#### A. Primary, Secondary, and Cumulative Impacts

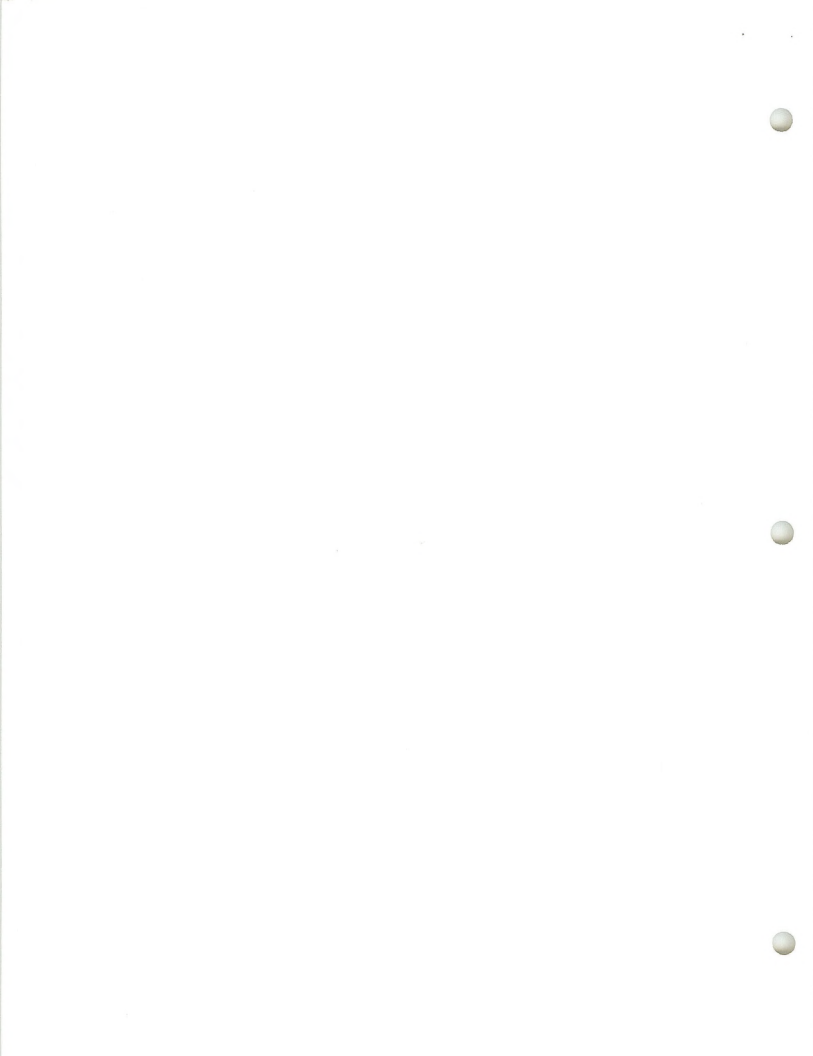
1. Primary - The proposed expansion of the mall will result in the closure of Sanders Street. The majority of the traffic that utilized Sanders Street would probably use Roberts or Oakes Streets. Oakes Street may be used by some through traffic but it will resemble its present state and will not be established specifically as a through street.



2. Secondary - The expansion of the mall will lead to a variety of secondary impacts, such as economic competition, proper disposal of runoff and sewage, and more complex traffic patterns. Also the Imperial Lanes bowling establishment will be replaced by a different type of commercial business.
3. Cumulative - The cumulative effect of the shopping center expansion will be the increase in traffic along Eleventh and Prospect Avenues. The expanded shopping center would provide some new employment opportunities and a potential for further population growth. To what extent this new employment and population growth will be is difficult to accurately assess. It is felt the population gain will be insignificant and there will not be a significant number of permanent families moving to Helena as a direct result of this project. The expansion would provide some degree of improvement to valuation of the property and the tax base.

B. Potential Growth Inducing or Inhibiting Impacts

The proposed expansion can be viewed as growth inducing if new businesses are brought into the area in addition to the present number of businesses in Helena; however, if these businesses come from the downtown area, it can be considered as being growth inhibiting. Also if this expansion consumes the potential for additional businesses locating in the Helena area other shopping centers, now in the planning stages, may consider it as growth inhibiting. For this reason some downtown owners may view the proposed expansion as supportive of their efforts to hold major department stores or attract new ones.





C. Economic Benefits and Costs

1. Benefits:

- a) An increase in tax revenue for Lewis and Clark County.
- b) For consumers, a greater selection of goods and services.
- c) Increased job opportunities during and after construction of the expanded portion of the mall.
- d) Decrease the transportation costs by providing additional services in an existing commercial area.

2. Costs:

- a) There may be a negative effect on attempts to revitalize the downtown business district if new businesses that may have located in the downtown area choose to conduct their business in the Capital Hill Shopping Center.
- b) There may be some impact on retail commerce in the Helena area but again the impact should be insignificant.

D. Environmental Benefits and Costs

1. Benefits: (Unknown)

2. Costs: Possibly a light increase in noise and air pollution because of the potential for increased vehicular traffic.



E. Short-term vs. Long-term Costs and Benefits

1. Short-term Costs and Benefits

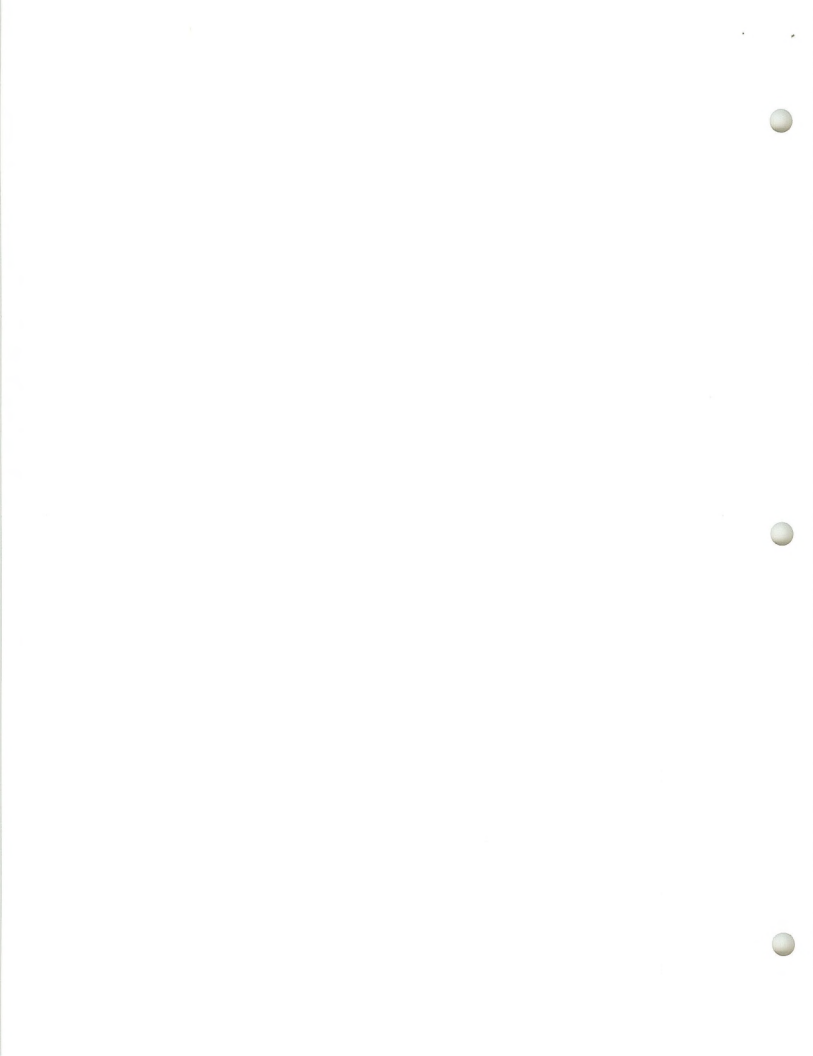
Costs: Construction of the mall expansion and closure of Sanders Street will create some short-term costs in terms of inconvenience to motorists that are accustomed to using Sanders Street as a through street.

Benefits: The work generated by the construction will benefit local building material suppliers, contractors, and laborers. An estimated 8 to 10 million dollars will be spent on the construction phase of the project.

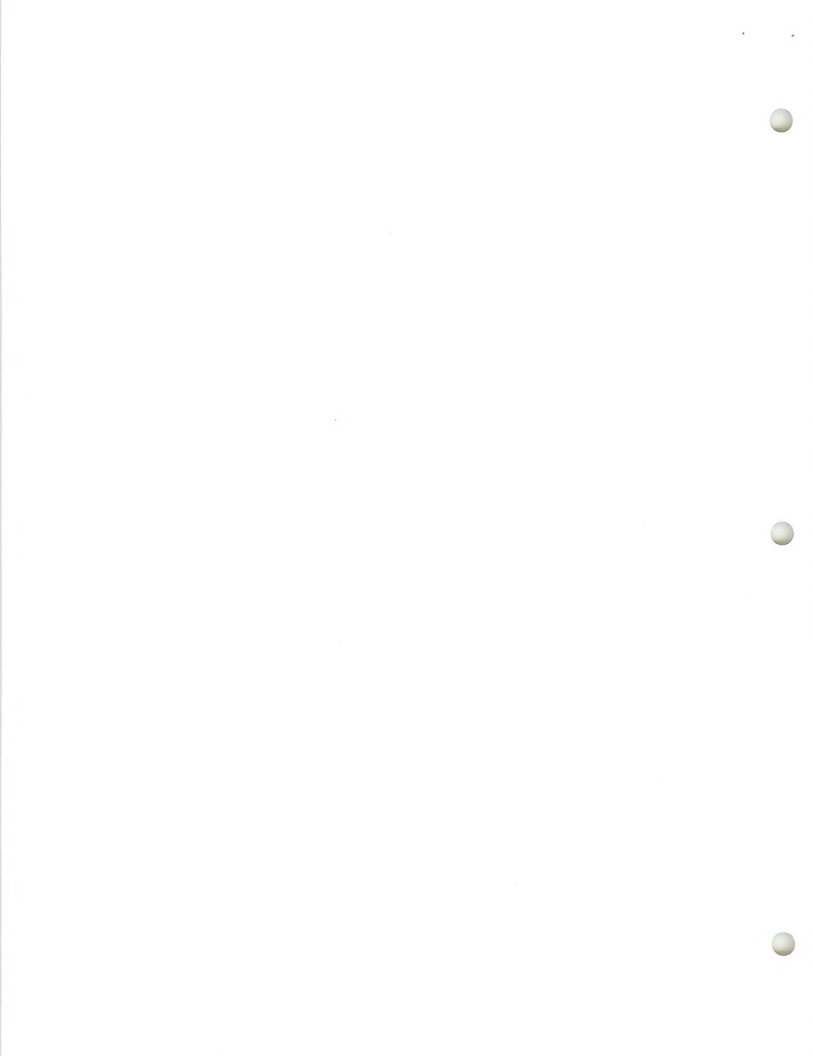
2. Long-term Costs and Benefits

Costs: The expansion proposal could adversely impact the economic efforts of the downtown business district as well as the other shopping center proposals that are currently being considered. The downtown business district would be hurt if more downtown businesses decide to move from their downtown locations to outlying areas including the Capital Hill Shopping Center.

Each shopping mall proposal desire to attract a few large "anchor" stores and a number of smaller stores to establish their projects. If Capital Hill Shopping Center attracts one of these large department stores, it may delay the development of the other proposed shopping centers until the demographic or economic conditions or a combination of conditions are again "right."

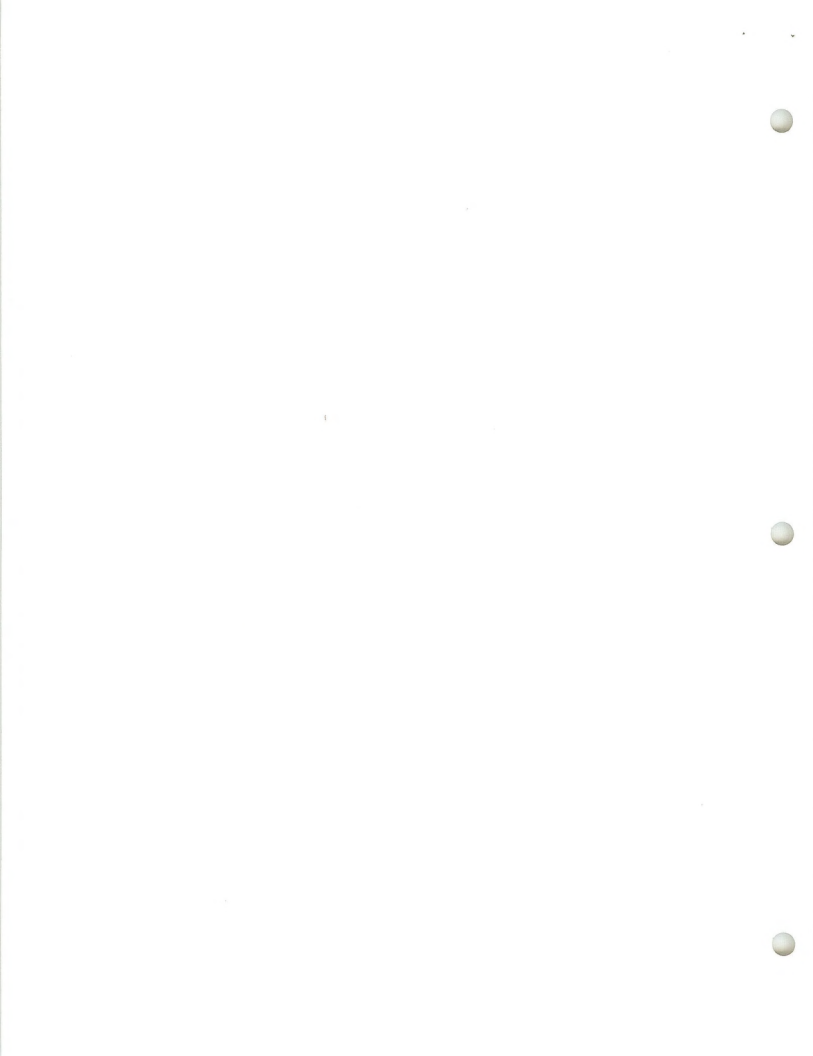


Benefits: The proposed development will generate a limited increase in taxes and jobs in addition to the existing businesses in the shopping center while providing consumers a greater selection of places to shop. Also the possibility does exist that this development will aid the downtown area by keeping shoppers in the general area rather than seeking stores in outlying shopping centers.



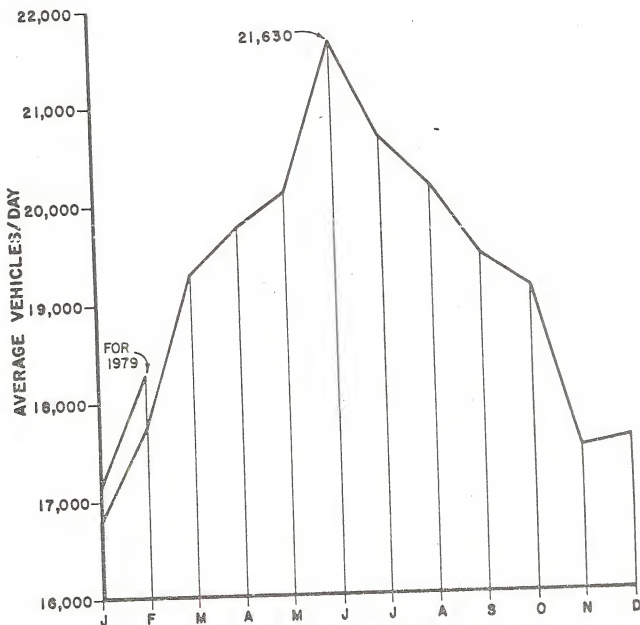
## APPENDIX A

All Figures are from the "Traffic and Utilities Impact Analysis Report" by Robert Peccia and Associates.

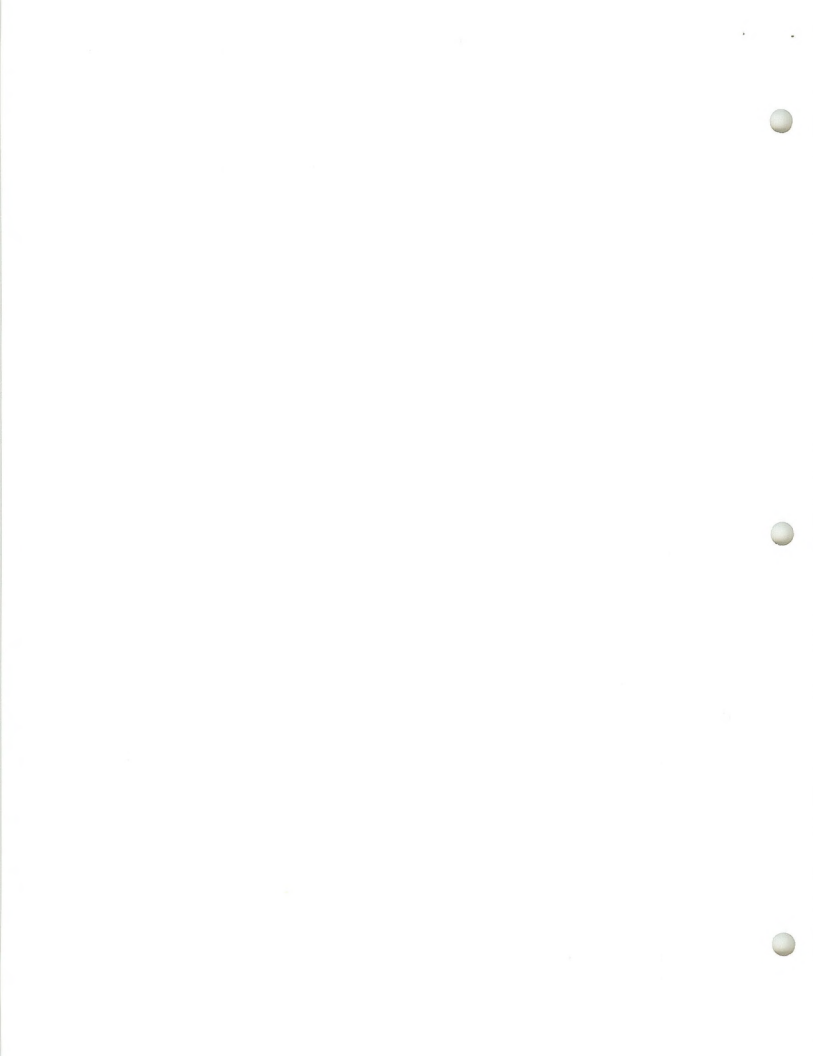




MONTHLY VARIATIONS  
IN  
ANNUAL AVERAGE DAILY TRAFFIC  
FOR 1978  
MONTANA AVENUE AT MISSOULA AVENUE  
HELENA, MONTANA  
FIGURE NO.4

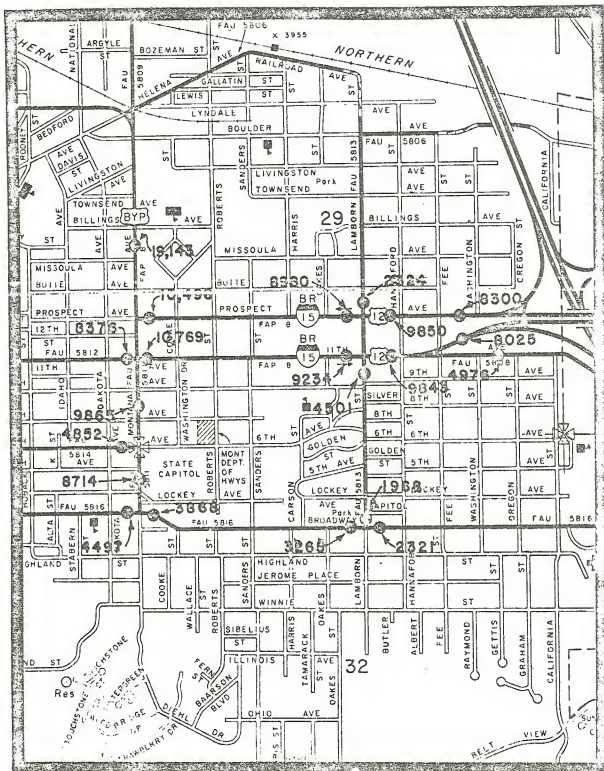


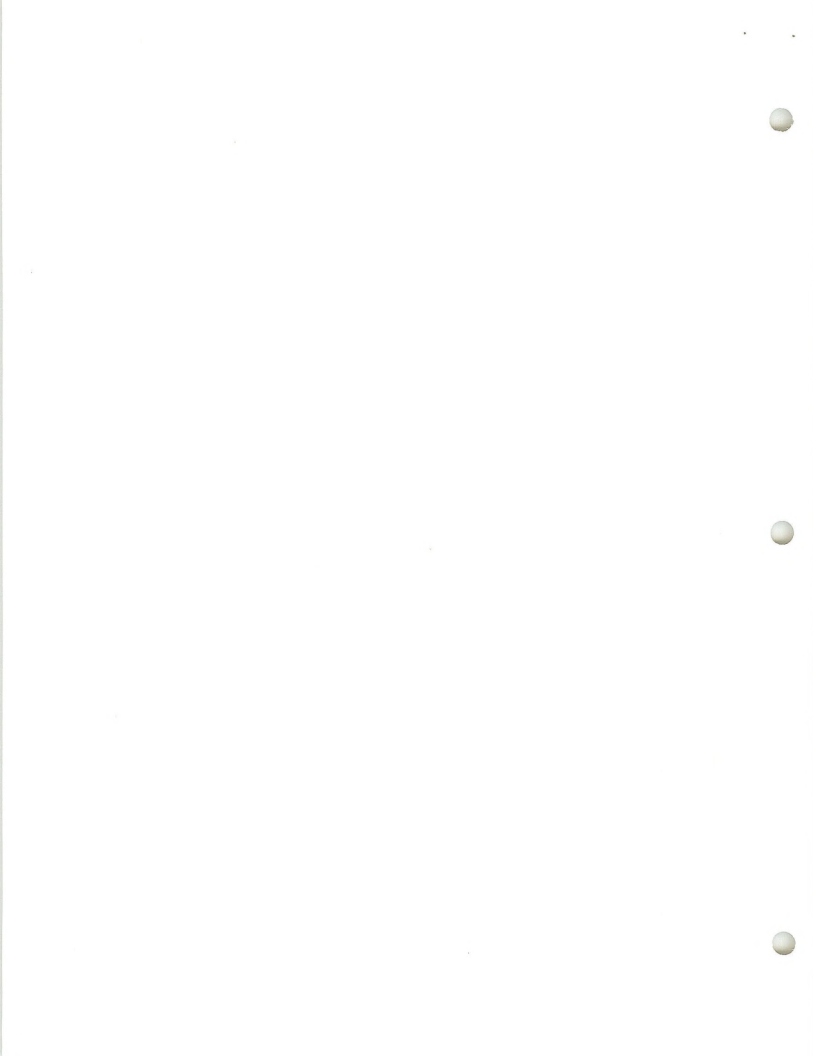
MONTHS



# ANNUAL AVERAGE DAILY TRAFFIC VOLUMES

## FIGURE NO.5

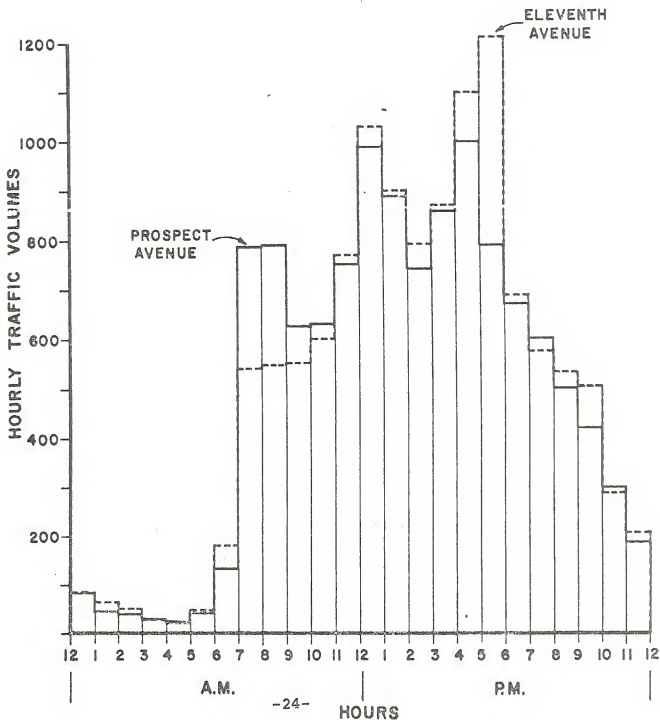




# HOURLY TRAFFIC VOLUME VARIATIONS

ELEVENTH & PROSPECT AVENUES  
BETWEEN OAKES & LAMBORN  
HELENA, MONTANA

FIGURE NO. 6

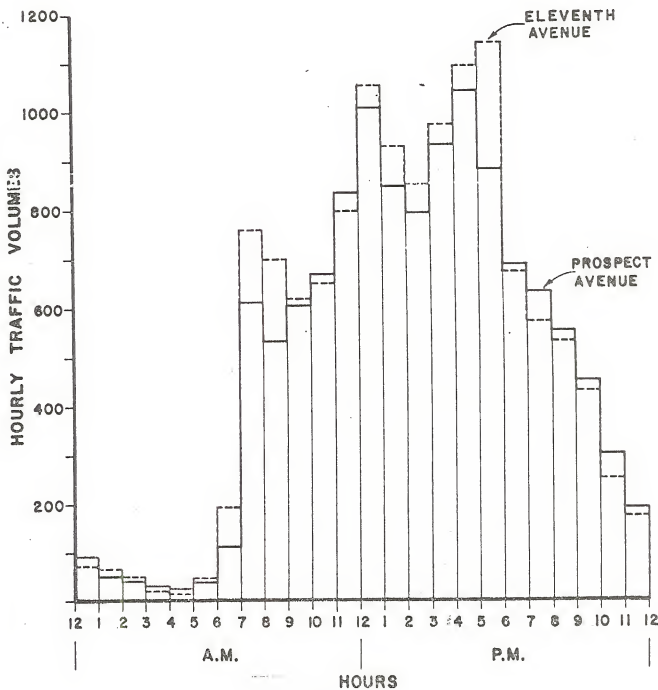


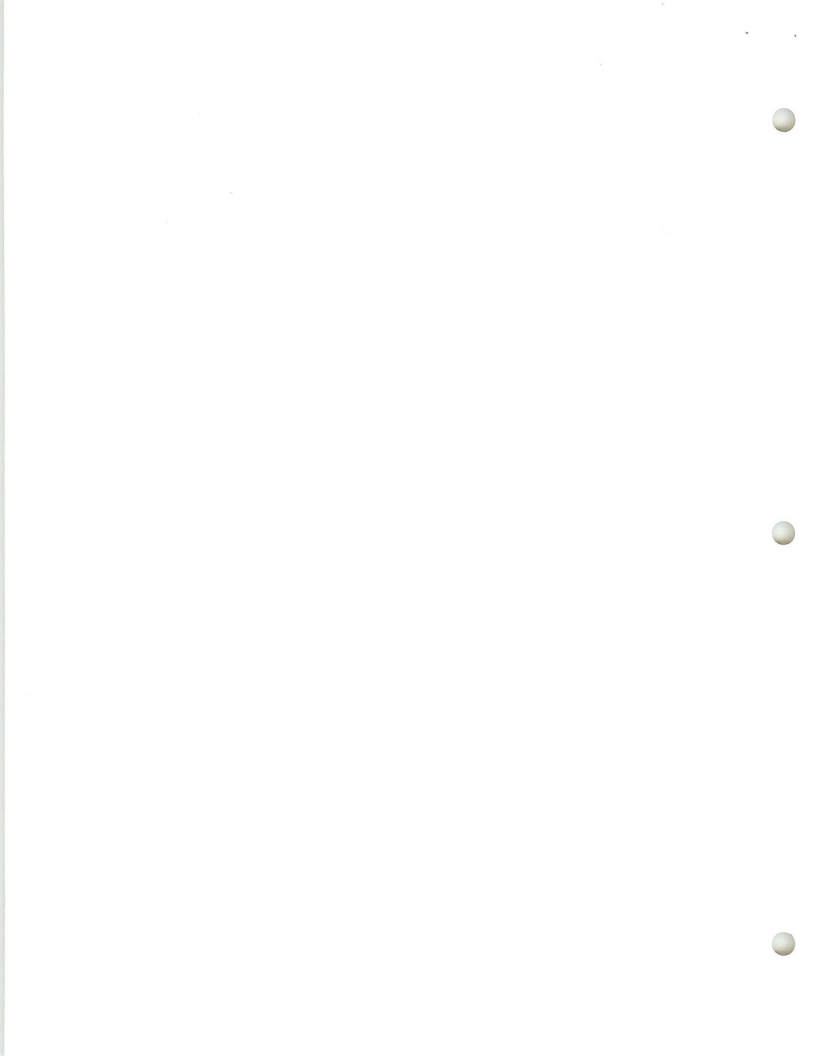


# HOURLY TRAFFIC VOLUME VARIATIONS

## ELEVENTH & PROSPECT AVENUES BETWEEN MONTANA & COOKE HELENA, MONTANA

FIGURE NO. 7



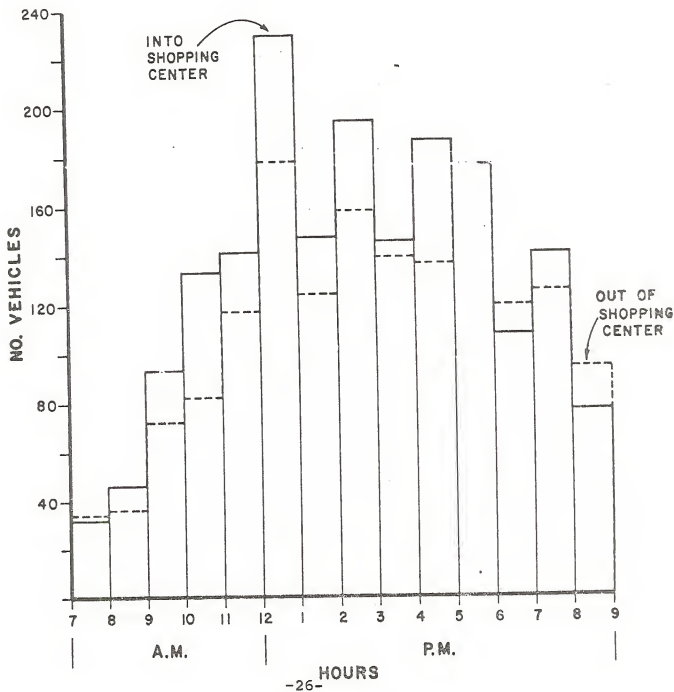


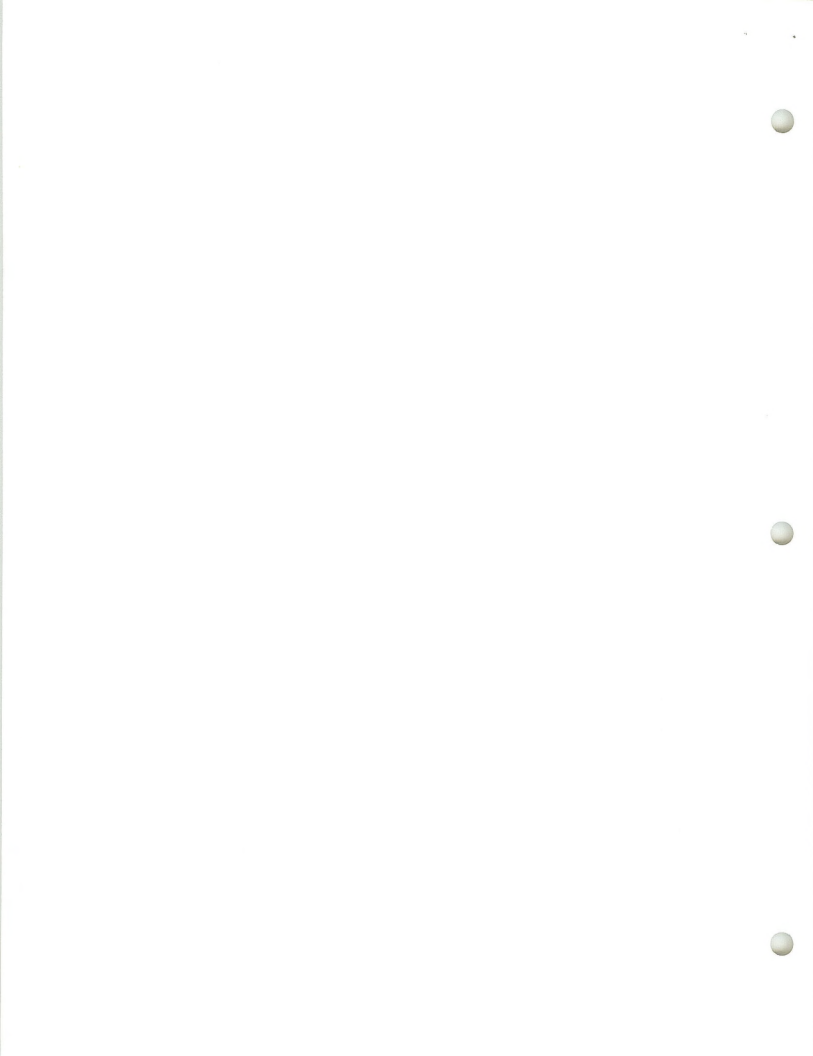


# SHOPPING CENTER TRAFFIC FLOW

ALL ENTRANCES ON SANDERS STREET

FIGURE NO. 8





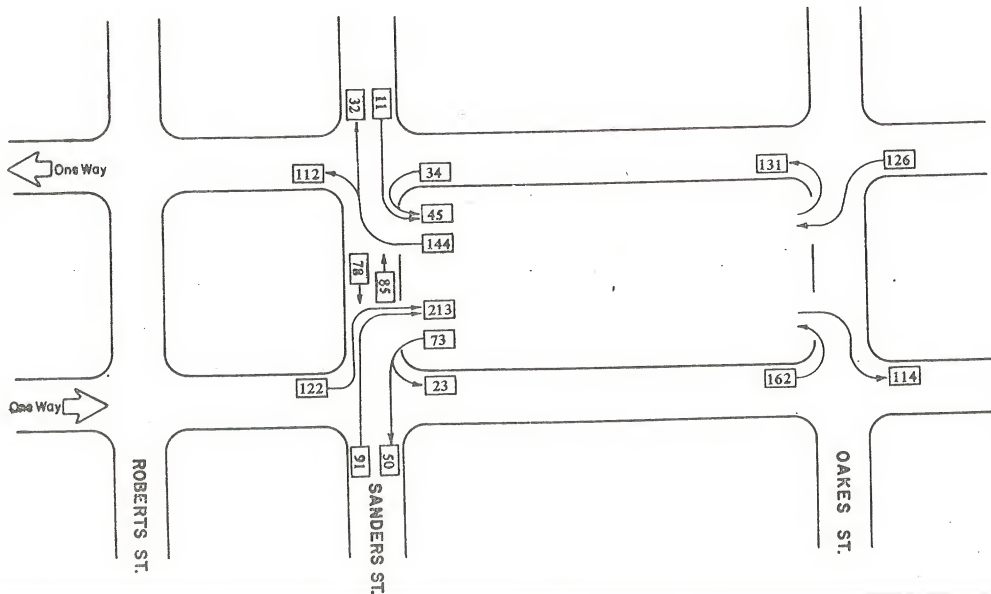
# PEAK HOUR TRAFFIC DISTRIBUTION

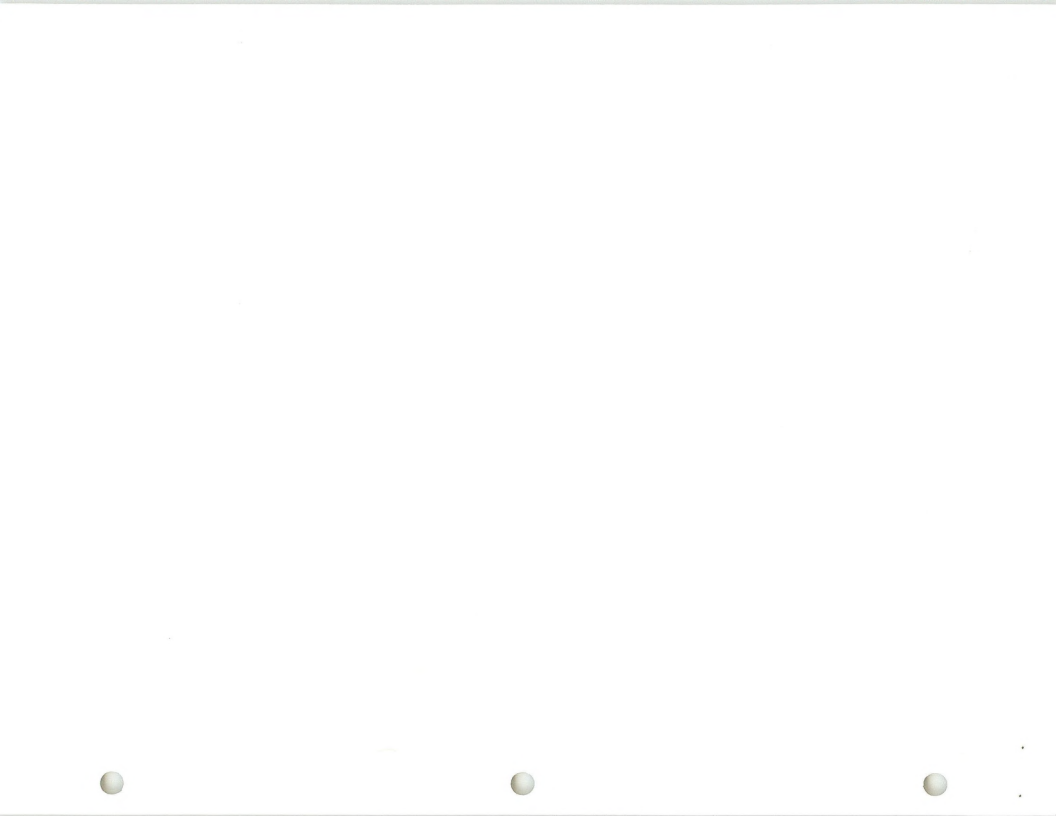
DUE TO EXISTING SHOPPING CENTER

FIGURE NO. 9

TOTAL TRIPS IN - 546

TOTAL TRIPS OUT - 462





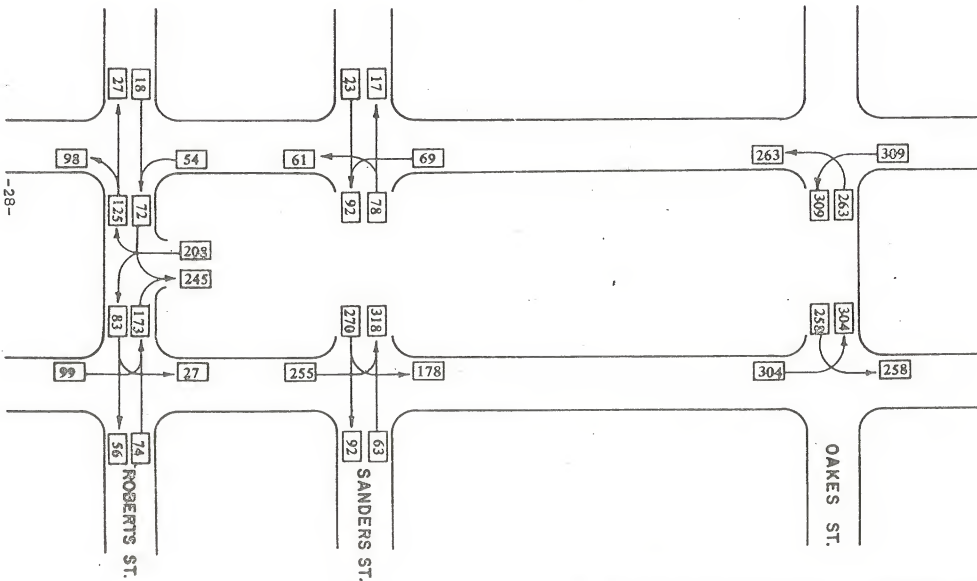
# PEAK HOUR TRAFFIC DISTRIBUTION

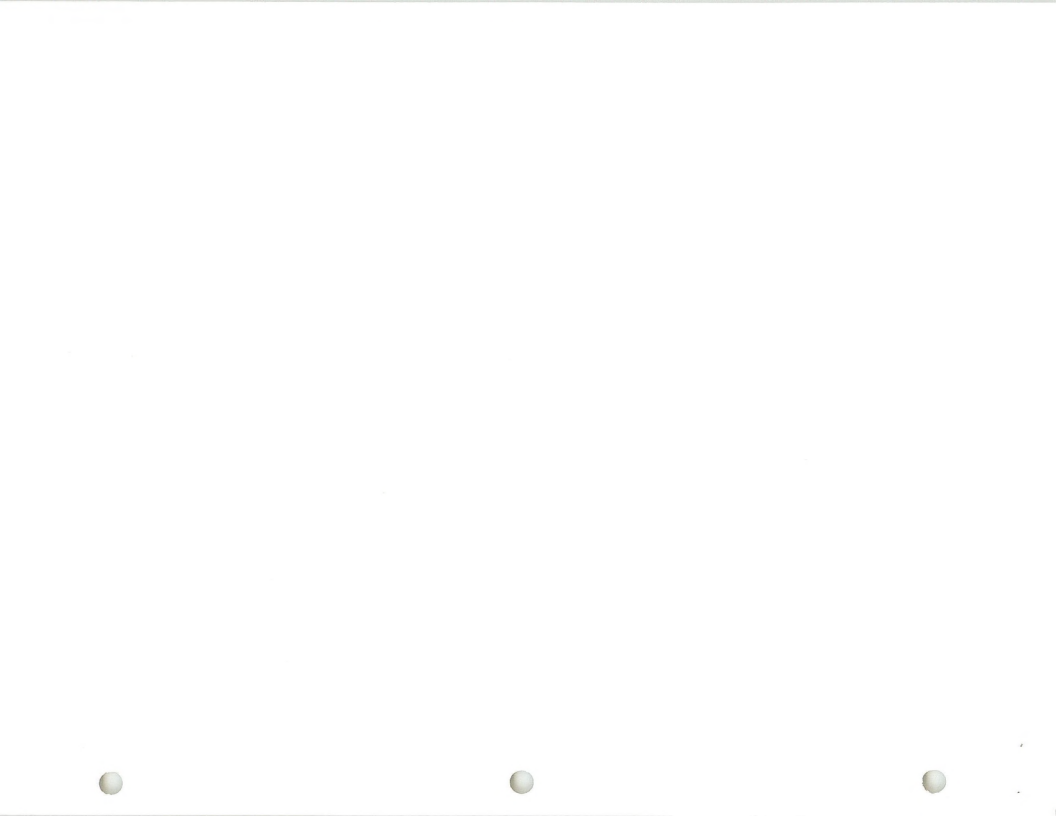
DUE TO EXPANSION CONCEPT NO. 1

FIGURE NO. 10

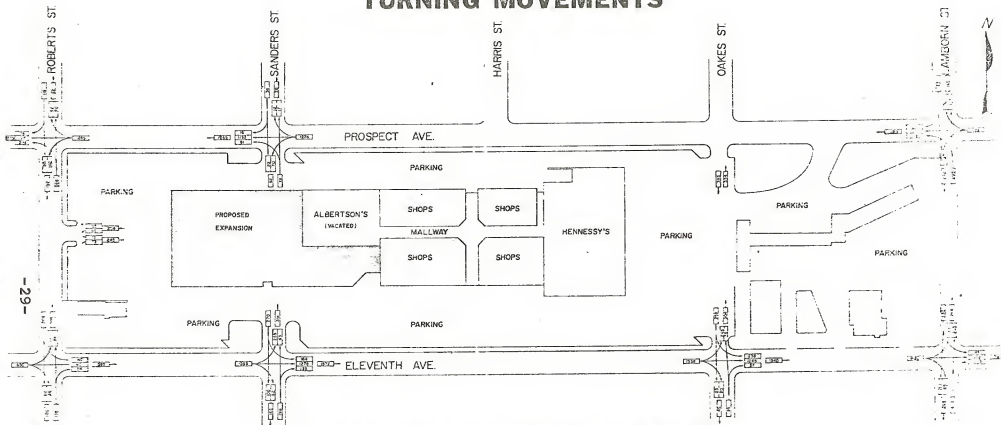
TOTAL TRIPS IN - 1263

TOTAL TRIPS OUT - 1077





# PEAK HOUR TRAFFIC VOLUMES AND TURNING MOVEMENTS



**CAPITAL HILL SHOPPING CENTER**  
EXPANSION CONCEPT NO. 1

HELENA, MONTANA

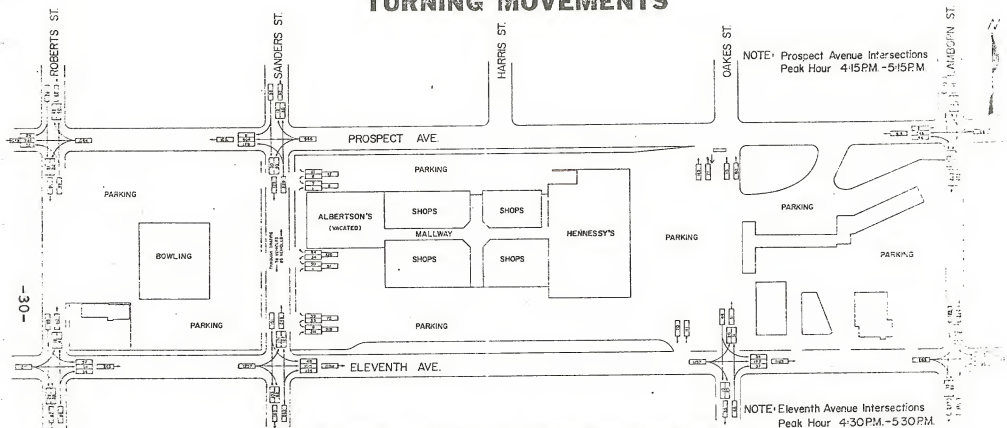
FIGURE NO. II

PREPARED BY:  
**ROBERT PECCIA & ASSOC.**  
JUNE 1979





# PEAK HOUR TRAFFIC VOLUMES AND TURNING MOVEMENTS

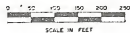


## CAPITAL HILL SHOPPING CENTER EXISTING FACILITY AND OPERATION

HELENA, MONTANA

FIGURE NO.12

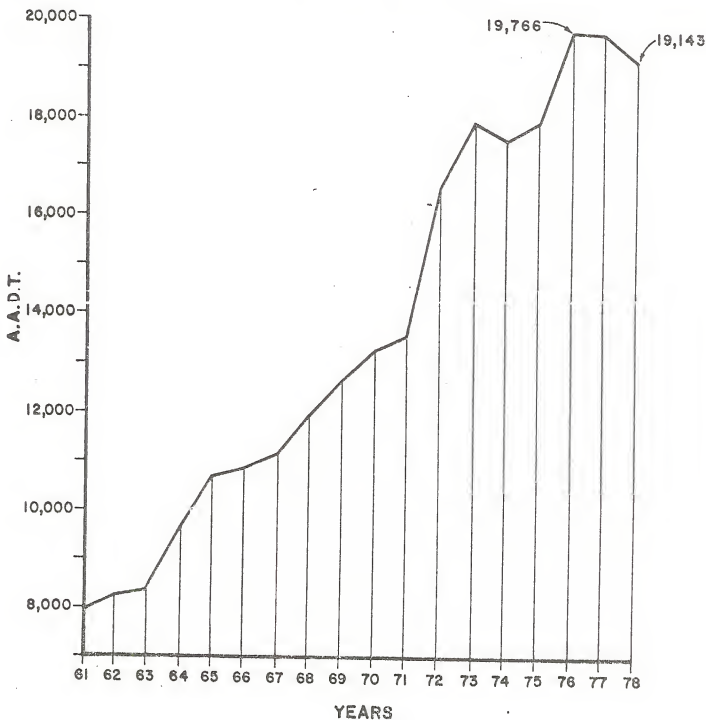
PREPARED BY:  
**ROBERT PECCIA & ASSOC.**  
JUNE 1979

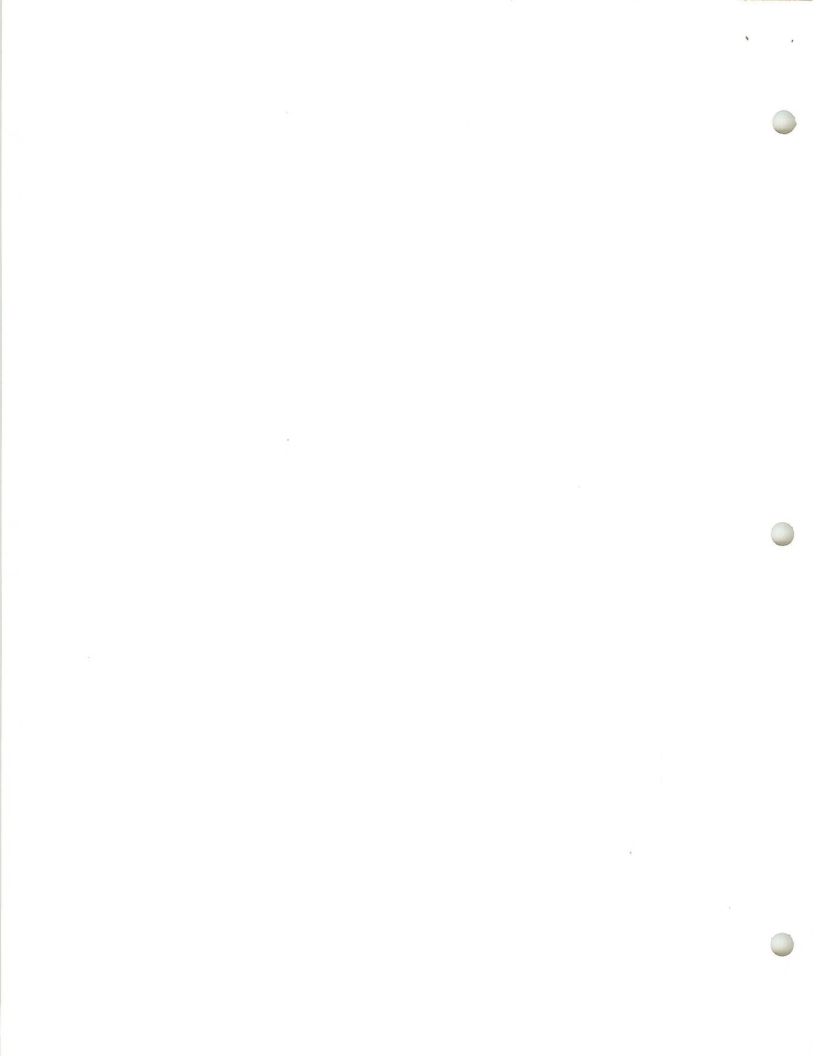




ANNUAL AVERAGE DAILY TRAFFIC  
MONTANA AVENUE AT MISSOULA AVENUE  
HELENA, MONTANA

FIGURE NO. 13





## REFERENCES

"Billings Urban Area Transportation Study - Technical Report No. 9 Billings Heights Shopping Center Traffic Generation Analysis," Montana Department of Highways, 1974.

Fundamentals of Traffic Engineering - 7th Edition, The Institute of Transportation and Traffic Engineering, University of California, 1969.

"Helena Urban Transportation Study," Montana Department of Highways, 1970.

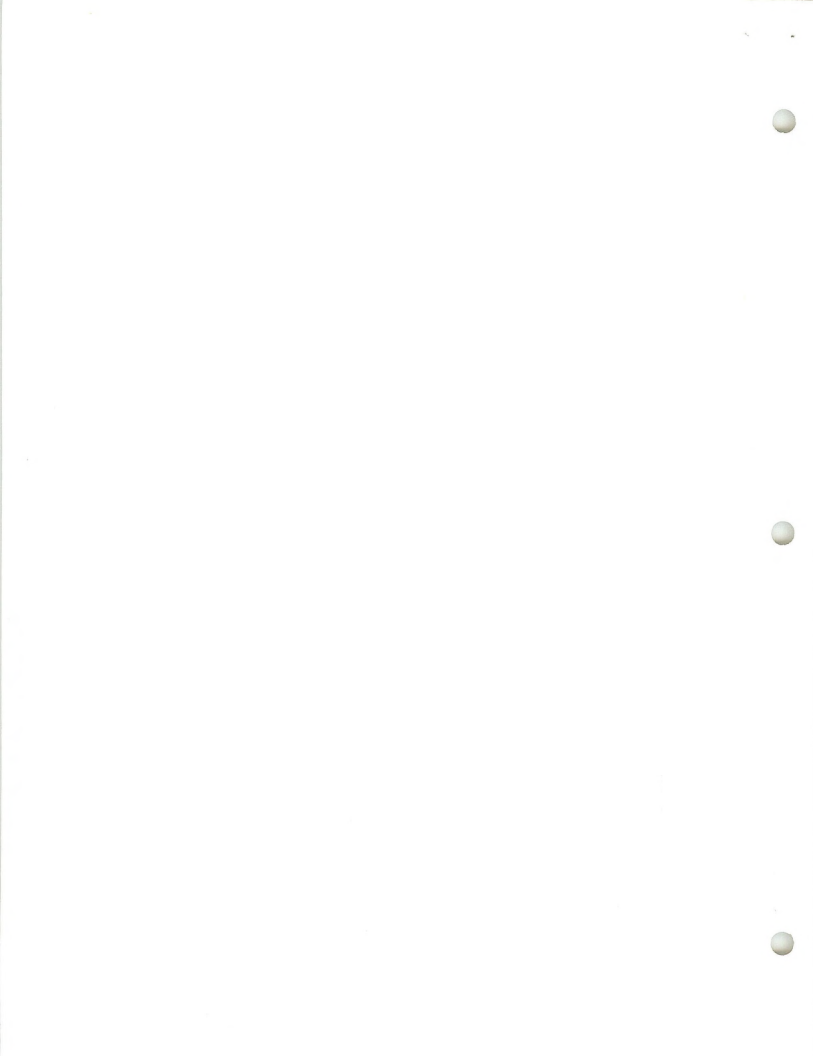
"Highway Capacity Manual," Highway Research Board Special Report No. 87, 1965.

"Manual of Traffic Engineering Studies," Institute of Transportation Engineers, 1976.

Present and Projected Economic/Demographic Impacts Upon the Helena Area, 1970-2000.

"Transportation and Traffic Engineering Handbook," Institute of Traffic Engineers, 1976.

"Trip Generation," An Institute of Transportation Engineers Informational Report, 1976.



"Trip Generation by Land Use," Maricopa Association of Governments, 1974.

"Urban Storm Drainage - Davis Gulch," Stahly Engineers and Associates,  
Wright-McLaughlin Engineers, 1978.

"Wastewater Facilities Plan for Helena - Helena Valley," Black and Veatch,  
Daily-Peccia and Associates, 1978.

"Water System Improvement Program and Master Plan," Morrison-Maierle-Montgomery,  
1978.

"Traffic and Utilities Impact Analysis," Robert Peccia and Associates, 1979.

#### OTHER SOURCES OF INFORMATION

Areawide Planning Organization

City Planning Board

Minutes of June 19, 1979 meeting

Minutes of June 26, 1979 meeting

Letter from City of Helena and Report of Vacation Action

Letter from Montana Department of Community Affairs

Letter from Montana Department of Administration, A and E Division

Letter from State of Montana Environmental Quality Council

Letter from Montana Historical Society

LR:vk:201B

